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China Mail

ESTABLISHED 1845

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HONG KONG, THURSDAY, OCTOBER 18, 1928.

PRICE, \$3.00 Per Month.

THE S.S. "BORNEO'S" STRANDING AN INQUIRY EVIDENCE TO-DAY AT THE HARBOUR OFFICE INTERESTING PARTICULARS

A Marine Court of Inquiry met at the Harbour Office at 10.30 a.m. to-day to inquire into the circumstances attending the stranding of the British s.s. "Borneo."

The Court consisted of the following officers:—Commander J. B. Newill, D.S.O., R.N. (President); Lt. Commander L. J. Pitcairn Jones, H.M.S. "Kent"; Captain C. Ibbister, master of s.s. "Kiangsu"; Captain A. W. Hall, master of s.s. "Telemachus"; Captain E. V. Bishop, master of s.s. "Chai Sang".

Mr. Hugh Jones appeared for Captain J. H. van den Berg and chief officer Morgan, officers of the s.s. "Borneo."

Captain J. H. van den Berg was the first witness called. On examining by Mr. H. Jones, witness stated that at noon on Oct. 1, he left Haiphong for Shanghai. After passing Chilang Point, the vessel met a gale with heavy seas breaking.

Under such circumstances, the vessel, however, could not steam ahead even at full power, and as a matter of fact, she was falling off from a point to a point and a half. The wind was blowing from N. to N.E. Furthermore the Breaker Point could not be seen owing to sand storm off the shore.

Witness contended that he had to leave to have endangered the ship.

Being in a position where there was no alternative, she took a course for Haifun Bay, the nearest safe anchorage, altering half a point at a time to prevent damage.

On arriving, the west point of Haifun Peninsula was sighted bearing North and was steered for. In the meantime, lead was kept going giving soundings of 6 and 6 fathoms. Anchor was let go in 4½ fathoms with 5 shackles out and engines run off.

Orders were then given to the engineer that the ship would probably get underway at 6 o'clock on the next morning, if the weather abated.

Soon the chief officer who was then on duty, reported that the ship had bumped. Witness however could not believe this but proceeded to verify compass bearings.

Witness also gave orders to sound round the ship and else to examine bilges with the chief and second officers. Soon the chief engineer reported that the ballast tank was making water and on investigation three feet of water was found in the tunnel.

Realising the position, witness gave orders to the chief engineer to have steam ready in case serious damage had been sustained.

Keeping close to the land, witness decided to proceed to Swatow and left Haifun Bay at 8.45 a.m. on the next morning. At 6.45 p.m. she arrived and anchored off Bell Island. There they were expecting a pilot to come on board but after a short stay and finding none the ship left and arrived at Hong Kong at 2.45 a.m. on Oct. 4.

After transhipping the cargo, the vessel docked for repairs.

It was then discovered that damage was only done to the port side of the ship, with two keel plates torn up for the length of two inches and an A plate also buckled. The cause of the damage could not be ascertained.

In reply to the President, witness stated that the draft of the ship on leaving Haiphong was 19 feet forward and 18 feet and 1½ inches aft. She was carrying coal at that time.

Witness told the Court that the cost of repairs was, he understood, \$7,500.

The Court next drew the attention of the witness of the China Coast Pilot to the effect that the Haifun Bay was not stated as a safe anchorage.

Witness replied that on various previous occasions on other ships which he was not in command, he had happened to anchor in the Haifun Bay.

In reply to Mr. Jones, witness said that there was no other anchorage available under the circumstances. Witness also produced an up-to-date chart of the coast.

After evidence, the Court adjourned the case until 10 a.m. tomorrow in order to consider the findings.

FATAL COLLISION OF TWO SHIPS

ONE SUNK OFF TAKU

FROM 50 TO 70 BELIEVED TO HAVE PERISHED

DOUBTS ABOUT IDENTITIES

Tientsin, Yesterday.

The China Merchant Steam Navigation Co.'s s.s. "Hsintai," going from Taku to Shanghai, collided with and sank the same company's s.s. "Yunghsing," which was bound from Newchwang to Tientsin.

The collision occurred 20 miles off Taku.

Ten of the crews of sixty out of three hundred passengers aboard the vessels are reported to have been drowned.—Reuter.

[Note: The China Merchants Co., the biggest Chinese ship-owning concern, has an office in Hong Kong, which informs the "China Mail" that there is no ship in the fleet by name of "Hsintai." The "Hsintai" may be meant, as will be seen below. But the "Hsintai" does not call here.]

Chinese Version

Says the "Kung Sheung Yat Po" in a special cable from Shanghai:

The China Merchants Co.'s s.s. "Hsintai" left Taku at 4 a.m. on October 16 for Shanghai. On the voyage, she collided with and sank the s.s. "Yunghsing" (the other ship also mentioned by Reuter). About fifty persons were drowned and about fifty saved. The "Hsintai" is undamaged.

[Note: The "Yunghsing" is also stated by Reuter to be a China Merchants ship but this is denied by the local China Merchants offices.]

MISSING FOKIS

ALLEGED EMBEZZLEMENT OF LARGE SUMS

AN ARREST

Two cases of alleged embezzlement by fokis of local Chinese firms, were included in this morning's police reports, the sums of money involved in the two cases amounting to \$9,000.

In the first instance, a warrant has been issued for the arrest of a Chinese named Yin Kit-yuen (35), a native of Hop-shan.

He was alleged to have absconded on October 6, taking with him the sum of \$6,000, the property of the Hung Kat native bank of No. 78, Wing Lok-street, where he was employed.

The second case was reported to the police yesterday by Lam Tsui-wing, cattle dealer of No. 111, Belcher-street, Kennedy Town.

He alleged that his shroff named Chan Mow-chung (30), a native of Hollow, absconded with \$3,900 which he had collected from several of Lam's customers between April and October this year.

A Sequel

This morning's police reports also contained a sequel to the case of embezzlement reported in yesterday's "China Mail."

The paragraph was to the effect that Wong Lau-mun, master of the Kai On Import and Export firm of No. 30, Bonham-strand, West, reported to the police on Tuesday that about a fortnight ago he entrusted two of his fokis (Choi Ping-shing and Wong Chuk-yu) with the sum of \$1,750 each to purchase goods for the firm in Swatow, and the men had not been heard of since.

The sequel was the police announcement this morning that the man Wong Chuk-yu had, according to information received from Swatow, been arrested in that City, and the money entrusted to him recovered.

Choi Ping-shing, the other man, has so far not been traced.

"SMALL ARMOURY"

WHAT A PASSENGER HAD AS LUGGAGE

An order was made by Major C. Wilson, O.B.E., this morning, for the confiscation of a Thomson machine-gun, three Winchester rifles, three automatics and over 1,000 rounds of ammunition, which were seized on the waterfront on Tuesday afternoon by police on search duty.

This "small armoury" was found in the luggage of a Chinese passenger who had booked to travel to Kowloon on the s.s. "Tai Lee." Although the discovery was made just prior to the departure of the "Tai Lee," and subsequently a thorough search of the ship was made, the owner of the luggage was not found on board.

In reply to Mr. Jones, witness said that there was no other anchorage available under the circumstances. Witness also produced an up-to-date chart of the coast.

After evidence, the Court adjourned the case until 10 a.m. tomorrow in order to consider the findings.

MORE PROFITABLE THAN PASSENGERS

ECKENER'S OPINION

"GRAF ZEPPELIN'S" CAPTAIN SEEKING A LOAN

PROPOSED AERIAL TOUR

New York, Yesterday.

Capt. Eckener (of the "Graf Zeppelin") is organising an aerial tour in the Middle West before returning to Europe and will take as many passengers as possible, charging adequate fares.

He intends to interview capitalists and seek a loan of probably \$6,000,000 to build four super airships and terminals here and in Europe.

He believes that when a regular Trans-Atlantic service is established it will be more profitable to carry letters at 50 cents apiece than passengers at \$3,000 each.

SERVICE WEDDING

LT. COMDR. S. K. HORN AND MISS P. MALLINS

AT ST. JOSEPH'S

St. Joseph's Church in Garden-road was the scene of a fashionable Service wedding this morning, when the attendance included a large proportion of Naval officers.

The bridegroom was Lt.-Comdr. Sydney Keith Horn of H.M.S. "Magnolia," the son of Mr. and Mrs. T. Horn of Nithsdale, Bethune-road, London. The bride was Miss Phyllis Mallins, youngest daughter of the late Captain F. Mallins, and Mrs. O'Connell Fitzsimon of No. 31, Pembroke-road, Dublin.

The Rev. Fr. G. Byrne, S.J., officiated, assisted by the Rev. Father A. Riganti, rector of St. Joseph's.

Commander A. E. Buckland, D.S.O., D.C.G., gave the bride away.

The bride wore a dress of beige lace which was matched by a georgette coat trimmed with fur, also a picture hat of silk tulle in beige. Her bouquet was of pale pink roses.

H.K. Hotel Reception

The Misses Yvonne and Averil Davenport Browne, bridesmaids, were in pale yellow organdie and they carried baskets of rosebuds.

Master Michael Davenport Browne was the page-boy.

Lt. C. A. Jenkins, also of H.M.S. "Magnolia," was best man.

Mrs. H. Davenport Browne was matron of honour.

He alleged that his shroff named Chan Mow-chung (30), a native of Hollow, absconded with \$3,900 which he had collected from several of Lam's customers between April and October this year.

A Sequel

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The sequel was the police announcement this morning that the man Wong Chuk-yu had, according to information received from Swatow, been arrested in that City, and the money entrusted to him recovered.

Choi Ping-shing, the other man, has so far not been traced.

"MEAN THEFT"

DASTARDLY ATTACK ON A HAWKER

A highway robbery was reported to the police by a hawker yesterday afternoon.

The hawker, who lives at No. 116, Old Main-street, Aberdeen, stated that at 11.30 a.m. yesterday, he was returning from Wanchai to Aberdeen, over the Wanchai Gap, when near a bridge he was stopped by four men, who bought cakes from him.

Suddenly one of the men seized his carrying pole and struck him with it. The hawker ran away leaving his basket and pole behind. When he returned, some time later, he found that the four men had disappeared, and on examining his basket, found that the sum of \$7.68 had been taken from one of them.

POSTAL WORKERS

SHANGHAI MEN DISAGREE ON STRIKE

Shanghai, Yesterday.

At a meeting of the Postal Workers' Union, at the Post Office building, the chairman in a speech opposed the strike, recommending that an appeal be made to the Central Kuomintang Headquarters for the redress of their grievances.

Other speakers demanded that the chairman end the strike, but the majority were not in favour and decided to carry out the chairman's recommendation and to call the Strike Committee.—Reuter.

STARTLING SESSIONS ASSERTIONS

MURDER ATTEMPT?

LIFE & DEATH EPISODE ON THE S.S. "LUNGSHAN"

EIGHT YEARS OLD GRIEVANCE

New York, Yesterday.

Startling assertions were made at the October Criminal Session this morning, on the resumption of normal work at the Supreme Court following the end of the long vacation yesterday.

Chan Yik-cheung was charged with attempted murder on August 29, on board the British s.s. "Lungshan," in the Canton River, 40 miles from Hong Kong.

Evidence was given about a life and death episode on the well-known river steamer, in which the prisoner is alleged to have seized a young Chinese woman, Sin Fook-mui, and tried to throw her overboard.

In his defence, prisoner referred to events eight years ago in Annam (Indo-China), as the result of which he is supposed to have harboured a grievance against a girl.

"Tried to Go Himself"

Mr. Somerset Fitzroy (Assistant Attorney-General), prosecuted. Sub-

A RUSSIAN PRINCE'S LIBEL ACTION

"MORAL" VICTORY

EX-PREMIER KERENSKY SUED IN PARIS

16 FRANCS DAMAGES!

Paris, Yesterday.

The libel action which Prince Yusupoff raised against the manager of the local Russian paper, Dut Kerensky, ex-Russian Prime Minister, owing to the allegation that the prince took an important part in the participation of the conspiracy to assassinate Rasputin, has resulted in Kerensky being fined 16 francs and ordered to insert the sentence 10 times in his newspaper.

Reuter.

BIG OIL CONCERN

FORMED BY ANGLO-PERSIAN AND A.P.C.

NEW COMPANY

London, Yesterday.

The Anglo Persian and the Asiatic Petroleum Companies have formed a new company—the Consolidated Petroleum Company Limited, which will acquire the installations and distributing facilities belonging to founding companies in South and East Africa, Egypt, Sudan, Palestine, Syria, Red Sea and Ceylon and operate such distribution on joint account with the founding companies, which will have equal shares and equal representation on the Board.—Reuter.

SINCLAIR OIL CO.

CONTRACT INVALIDATED BY U. S. GOVERNMENT

Washington, Yesterday.

The Government has dealt another blow to the Sinclair Oil interests when the Attorney General invalidated the contract made by Fall when he was Secretary of the Interior and the Sinclair crude oil purchasing company for the sale of the Government's royalty oil on the Salt Creek Field. This adjoins the Teapot Dome in Wyoming, and

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$60,000,000
Issued and Fully Paid-up \$60,000,000
Reserve Funds \$10,000,000
Surplus \$8,000,000
Ways and Means \$10,000,000
Reserve Liability of Proprietors \$20,000,000
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L. BERNIS,
Manager.

Hong Kong, 3rd August, 1928

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Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hong Kong, 3rd April, 1928.

THE BANK OF TAIWAN, LTD. (TAIWAN GINKO).

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J. H. HAAKAN,
Manager.

Hong Kong, 8th August, 1928.

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HEAD OFFICE: 90, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00

Paid-up Capital Frs. 68,400,000.00

Reserve Funds Frs. 102,000,000.00

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IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

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Interest allowed on Current Accounts and Fixed Deposits according to Arrangements.

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C. H. LEM., Manager.

Hong Kong, 28th August, 1928.

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Hankow, Shanghai.

Harbin, Shimomoseki.

Singapore, Singapore.

Sorabaya, Sydney.

Karachi, Tientsin.

Kobe, Tokyo.

London, Tientsin.

Los Angeles, Tsinan.

Manila, Vladivostok.

Nagasaki, (Temporarily closed).

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

H. MORE, Manager.

Hong Kong, 11th September 1928.

行銀商工法中

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LONDON:—Midland Bank Ltd.

NEW YORK:—American Exchange Irving Trust Co., Banca Commerciale Italiana.

SAF FRANCISCO:—Bank of Italy.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.

L. BERNIS,
Manager.

Hong Kong, 3rd August, 1928

COMMERCE AND FINANCE.

COMPANY FINANCE

BRITISH & AMERICAN VIEWS AS TO RESERVES

THE DANGER POINT

In the leading article in the "Financial News" deals in an instructive manner with the question of company finances. It says:—

In the course of an examination of the financial results of industrial corporations in the United States undertaken by the Standard Statistics Company of New York, some interesting facts are given with regard to the practice of allocating net profit to the payment of dividends and to reserves respectively.

Dealing with the accounts of 545 corporations the investigation shows that the net profit for 1927 was \$320 million dollars less than in 1926. For the same two years the amount placed to reserve was less by \$38 million dollars in the latter as compared with the former year. The sum distributed in common dividends, on the other hand, was greater in 1927 by 106 million dollars than in 1926. Thus in a year of diminished profit the holders of common stock actually received more dividends, but these were paid at the expense of much smaller allocations to reserve. The actual proportion of the additions to reserve to total net profit was 19 per cent.

Inadequate from English Standpoint

Commenting on these facts, the correspondent of the "Economist" remarks that "To those familiar with English practice this will seem inadequate." He further suggests that the facts illustrate "a considerable difference which characterizes American and English policy in corporate finance, which receives vastly too little attention in America."

From the analyses of the profits of industrial joint-stock companies in this country made by the "Economist," it appears that in pre-war times the proportion of net profit placed to reserve was about 30 per cent. In 1927 it was only 17.2 per cent, but this was, on the whole, a very poor year for many branches of British trade, and for the first quarter of 1928 the proportion had risen to 23 per cent.

It will, of course, be understood that these figures relate to the massed results of undertakings some of which made no profits and some of which incurred losses. The percentages thus throw no light on the practice of the profitable undertakings considered by themselves.

It is, however, apparent, that the English practice on the part of companies that have made a profit is to be very conservative in distributing it in dividends, and that a high proportion is retained in the reserve fund.

Maximum Reserve Building

The difference that seems to exist between ourselves and the United States in this important aspect of industrial finance naturally provokes the question whether any recognised principles or general rules of practice can be formulated on the subject. It is well known that a large part of the new capital annually available is accumulated in the shape of company reserves. The report of the Colwyn Committee says: "It is recognised as a rule of sound finance that a company should withhold some portion of current profits from distribution, putting the amount to reserve in order to strengthen and expand its business." But a rule so vague as this is of little use. Neither is it, in fact, as thus stated, a correct account of general business practice. That the reserve fund should always have the first claim to some addition out of current profit is by no means the rule. Mr. McKenna, in evidence before the Committee, suggested that it was a characteristic of English business to put back into reserve as much as possible. This appears to support the notion that maximum reserve building is desirable.

Before assenting to such an unqualified proposition, it is permissible to point out that a number of difficult problems are involved that are increasingly attracting the attention of monetary theorists. These problems are closely connected with the relation between saving and expansion and contraction of production in the irregular way with which we are only too familiar, but as to the real causes of which we are not very fully enlightened. It is quite possible that at a given time the rate of saving may be in excess of what is in the best interest of the community.

Danger of Too Large a Fund—Even assuming, however, that maximum saving is desirable, it by no means follows that the best method of saving is for each undertaking to maximize its reserves. In the youthful days of an individual enterprise, and still more in the case of a young and expanding industry, the "ploughing back" of profit is likely to be the best use to

"RECONSTRUCTION"

MR. JOHN W. N. SMITH WITHDRAWS

PREPARED TO FOOT LOSSES

Shanghai, Yesterday.

Mr. John W. N. Smith (formerly of Hong Kong) writes a profusely apologetic letter to the "North China Daily News" explaining that he does not always have full control of his own actions and words. He says that he is now completely recovered from his breakdown, and appeals to his countrymen and to the Shanghai Press to believe in the honesty and patriotism of his motives.

He states that he is prepared, when solvent, to foot any losses incurred by innocent investors in the "Great Reconstruction Loan."

[Note: The Chinese Reconstruction scheme as propounded by Mr. Smith a few months ago was that a British commercial syndicate comprising manufacturers with interlocking interests in almost every phase of British industry and trade should take part.]

£500,000 ROAD SCHEMES

Cardiff.—If the Ministry of Transport sanction ambitious road schemes proposed by the Glamorgan County Council, work will be found during the coming winter for hundreds of men.

The estimated in connection with these schemes amount to nearly £500,000, but it is possible that the figure will eventually be much higher, as several urban areas may come within the scope of the county council. One proposal is to construct a new road between Mountain Ash and Aberdare at a cost of £100,000, and a second scheme is for the cutting of a new road at Abercynon at a cost of about £80,000.

The leading part in the formation of the new company, which will be known as the Viking Company, is being played by M. Johan Rasmussen, of Sandefjord, the chairman of the Norwegian Whalers' Association.

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HONG HONG GOVERNMENT 6% PUBLIC WORKS LOAN OF (1927)

PROSPECTUS.

The Subscription list will be opened on Wednesday, the 24th day of October, 1928, and closed on or before Saturday, the 27th day of October, 1928.

Issue of \$2,000,000 Hong Kong Currency six per cent. Bonds to Bearer being the remainder of the \$6,000,000 Loan authorized by the Public Works Loan Ordinance, 1927.

The proceeds of the Loan will be applied to the purposes specified in the Schedule.

The principal and Interest of the Loan are guaranteed by the Government of Hong Kong and are secured by the revenue of the Colony.

Price of issue—103 per cent.
Interest payable—1st May and 1st November.
First Coupon, for full six months interest payable—1st May, 1929.

Principal repayable at par—on 1st November, 1938, or, at the option of the Government of Hong Kong, principally may be wholly or partially repaid at any time after the 31st October, 1932 by drawings of Bonds of such denominations and to such respective total nominal values as the Governor may determine.

The Hong Kong & Shanghai Banking Corporation, Hong Kong are instructed by the Government of Hong Kong to receive subscriptions for the above Loan.

The Bonds will be issued in denominations of \$1,000, \$5,000 and \$10,000, payable to Bearer with half yearly interest coupons attached payable 1st May and 1st November at the office of the Hong Kong & Shanghai Banking Corporation, Hong Kong.

Applications will be received by the Hong Kong & Shanghai Banking Corporation, Hong Kong from whom the necessary printed forms can be obtained. Such applications must be for \$1,000 or any multiple thereof and be accompanied by a deposit of 10% of the amount applied for.

Applications may be accepted in whole or in part, and in the event of partial allotment the surplus amount paid as deposit will be appropriated towards the payment of the balance due on allotment.

The balance due on allotment must be paid on or before November 1st 1928.

The Government has the right to refuse any application or payment.

In case of default in the payment of the balance due on allotment, the deposit paid will be liable to forfeiture.

Notice will be given when Bonds are ready for delivery.

Section 14 of the Public Works Ordinance 1927, makes this loan a trustee investment.

SCHEDULE.

PURPOSES TO WHICH THE LOAN IS APPLICABLE.

- | | |
|--|--------------|
| 1. Waterworks development | \$3,500,000. |
| 2. Aerodrome and Harbour development | 1,000,000. |
| 3. Other public works | 500,000. |
| TOTAL | \$5,000,000. |

C. Mc. I. MESSER.
Colonial Treasurer.

17th October, 1928.

NOTICE OF REMOVAL.

THE OFFICES of REUTERS LIMITED, Commercial & Financial Services, will be removed from Prince's Building to No. 1A, CHATER ROAD with effect from October 22nd, 1928.

REUTERS LIMITED,
Commercial & Financial
Services.

Hong Kong, 18th Oct., 1928.

HONG KONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY GENERAL MEETING of Members will be held in the Jockey Club Room, Hong Kong Club Annex, on FRIDAY, 26th October, 1928, at 5.15 p.m.

By Order,
H. R. FORSYTH,
Acting Secretary.
Hong Kong, 12th October, 1928.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 22nd day of October, 1928, at 2 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, or one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

TERMS—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, 17th Oct., 1928.

THE Undersigned have received instructions to sell by Public Auction

ON

WEDNESDAY, 24th October, 1928,

commencing at 11 a.m.

at No. 2, Jordan Road, Kowloon.

Top Floor.

A Quantity of

VALUABLE HOUSEHOLD FURNITURE

(Particulars from Catalogue)

On View from Tuesday,

the 23rd October, 1928.

Catalogues will be issued.

TERMS—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, 17th Oct., 1928.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

SATURDAY, 20th October, 1928,

at 12 o'clock Noon,

at their Sales Room,

Duddell Street.

One Studebaker 6 Cylinder 2 Seater Coupe

One Hudson 6 Cylinder 7 Seater Car (with New Tyres)

and

One "P" Model 4½ H.P. Triumph Motor Cycle

(all in good running order).

One View on Day of Sale.

TERMS—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, 17th Oct., 1928.

MARY, MARY, quite contrary,

Where are you going to now?

To St. Peter's Church Fete,

Please remember the date—

It's November the Third.

Book it now!

3-PARTY CASE

LAUNCH TOWAGE FOR TEST
OF COMPASSES

JUDGMENT V. CAPT. MALM

"I don't like your behaviour in Court," said the Puisne Judge (Mr. Justice Jacks) in reproving Captain Finn Malm of Messrs. Malm & Co., shipbrokers, who took part yesterday in a three-party proceedings in the Summary Court.

Messrs. Wing Shun & Co. sued Captain G. D. Arthur, a principal of Messrs. Carmichael & Clarke, marine surveyors, etc., for \$40.25 for launch hire on Feb. 20 and 21 last. Captain Arthur, in turn, made Captain Malm a third party.

Mr. C. A. S. Russ appeared for the plaintiff and Mr. G. S. Hugh Jones for Captain Arthur, but Captain Malm conducted his own case.

Evidence was given for plaintiffs to the effect that Captain Arthur hired the launch and signed the vouchers.

Mr. Russ explained that his clients only sued Captain Arthur as the nominal defendant and Mr. Hugh Jones said that the facts were admitted.

Authority Disputed

Captain Arthur then entered the witness-box where, his Lordship observed, he was in the position of plaintiff against Captain Malm.

Capt. Arthur said that he received instructions from Capt. Malm to adjust the compasses of the s.s. "Chun Hing." It was necessary to swing the ship and he hired a launch to tow her round. The launch made two trips.

Captain Malm, who gave his nationality as American and said he had been in Hong Kong since 1923, said he was appointed agent for the "Chun Hing" by the owners in Saigon and that he had been unable to get payment for work which had been carried out for them. With regard to the present claim he could not recognise it as no written authority was given by him for the hire of the launch.

Judge's Reproof

Cross-examined by Mr. Hugh Jones, witness replied that he could not agree that a launch was necessary to swing to ship. "Any darn fool can swing a ship round her anchor when she has two propellers," he said.

Mr. Hugh Jones:—"Did you raise any objection to this extravagance of towing her round?"

Capt. Malm:—"A leader is a leader. I don't interfere with him."

Witness somewhat heatedly objected to what he described as being asked two questions at once by Mr. Hugh Jones. His Lordship said to witness:—"I don't like your behaviour in Court."

Asked by Mr. Hugh Jones if his trouble was that he had not been paid by the owners of the ship, witness replied he had never been paid.

His Lordship entered judgment for the plaintiff firm against both defendants for the amount claimed, with costs, also judgment for the defendant against the third party, costs to be apportioned according to practice established by decisions in three party actions.

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From Hong Kong.

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TENYO MARU Tuesday, 30th October.
KOREA MARU Tuesday, 13th November.
SHINYO MARU Tuesday, 27th November.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
HAKOZAKI MARU Saturday, 20th October.
HAKUSAN MARU Saturday, 3rd November.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 24th October.
MISHIMA MARU (Calls Zamboanga) Wednesday, 21st November.
BOMBAY via Singapore, Penang, & Colombo.
† HAKODATE MARU Saturday, 27th October.
TAMBA MARU Sunday, 11th November.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama. Monday, 12th November.
RAKUYO MARU Monday, 12th November.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARU Saturday, 10th November.
NEW YORK and BOSTON via PANAMA.
TOBA MARU Monday, 22nd October.
LIVERPOOL via Port Said, Geneva, Marseilles.
† LIMA MARU (Calls Glasgow) Sunday, 21st October.
CALCUTTA via Singapore, Penang & Rangoon.
† TOKUSHIMA MARU Saturday, 26th October.
NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU Friday, 19th October.
SHANGHAI, KOBE & YOKOHAMA.
† AKITA MARU (Moji direct) Friday, 19th October.
KITANO MARU Monday, 22nd October.
KAMO MARU Tuesday, 30th October.
SADO MARU Tuesday, 30th October.
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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombia, Suez and Port Said.
AMURI MARU Saturday, 10th November.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saloon, Singapore,
Colombia, Durban & Cape Town.
LAPLATA MARU Friday, 26th October.
BOMBAY—Via Singapore & Colombo.
BORNEO MARU (Calls at Penang) Friday, 19th October.
HONOLULU MARU Wednesday, 3rd November.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—Via Singapore and Colombo.
PANAMA MARU Thursday, 1st November.
CALCUTTA—Via Singapore, Penang and Rangoon.
SEATTLE MARU Thursday, 25th October.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and
Japan ports.
AFRICA MARU Tuesday, 23rd October.
MELBOURNE—Via Manila, Brisbane & Sydney.
HIMALAYA MARU Thursday, 8th November.
HAIPHONG—Via Hanoi & Pakhoi.
MENADO MARU Thursday, 25th October 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
JAPAN PORTS
INDUS MARU Friday, 16th November.
ALTAI MARU Tuesday, 20th November.
KEELUNG—Via SWATOW & AMoy.
HOZAN MARU Sunday, 21st October 10 a.m.
KISHI MARU Sunday, 28th October 10 a.m.
TAKAO—Via SWATOW & AMoy.
DELI MARU Thursday, 1st November 10 a.m.
TAKAO KEELUNG.

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REV. F. C. YOUNG

FORMAL WELCOME TO UNION
CHURCH'S PASTOR

INTERESTING SPEECHES

The Rev. F. C. Young, new pastor of the Union Church, Kennedy-road, and Mrs. Young, were last evening welcomed in the Lecture Hall of the Church by a large gathering of members of the Church Body and congregation.

Those present included the Very Rev. Dean A. Swann, the Rev. J. H. Johnston (Minister of Union Church, Kowloon), Miss Davies; the Rev. H. R. Wells, the Rev. Frank Short, Miss Ward and Miss Watkins (London Mission), the Rev. J. C. Knight Anstey (Minister of the Wesleyan Church), the Rev. F. W. P. Alexander, C.F., Mr. W. L. Pattenden (Member of the committee of St. John's Cathedral), Mr. J. Mitchell (Chairman of the Committee of Union Church), Mr. H. J. Lamb (Hon. Treasurer), Mr. M. F. Key (Hon. Secretary) and Mr. C. C. Hickling (Trustee).

After tea had been served to the gathering, a meeting was held at which the Rev. J. H. Johnston pre-

Addressing the gathering, the Chairman said: The other day we gathered here to signalise the close of a distinguished pastorate. There was something uplifting in the occasion, as we looked back and recalled with gratitude the efforts and achievements of the past fifteen years and estimated the widespread influence of the ministry just ended. To-day we celebrate the opening of a new pastorate, and there is something equally inspiring in the situation—there is a morning freshness in the air—as we turn our faces hopefully towards the unexplored possibilities which lies before us. If I may borrow an illustration from Soo-kumpoo, cheers greeted the faithful herald, who, having carried the fiery cross of Christian testimony from month to month and year to year, finished at length his course with honour. But the burning witness must go on. The torch now passes into younger hands and amid renewed cheers another herald pricks forwards, fresh and eager, in the same crusade. (Applause.)

Punishing Person

When Mr. Macdonachie said farewell he made several humorous references to his advancing years, and it was anticipated that his successor would be a man in the full vigour of youth. Some of you know the story of the worthy lawyer, Mr. Strange, on whose tombstone when he died they merely wrote "Here lies an honest lawyer," and each who read it said, "That's Strange!" (Laughter.)

So when we introduce the new pastor all who see him say "He's Young!" (Laughter.) I count it a great privilege to be allowed to preside again. It is true that I am now the senior Minister in the Colony. At the Cathedral, at St. Andrews, at Wan-chai as well as here, new men have been appointed since I came. On the other hand my Church is your daughter Church and a mere infant in years. Nevertheless Union Church, Kowloon, is robust and lively off-spring and, in these modern days, one of the burdens that falls on a daughter is "bringing up Father" and keeping Mother right. (Laughter.)

Let me say on behalf of my congregation that we sincerely appreciated the friendliness shown in the arrangement made for your new Minister to visit us last Sunday evening. We join with you most heartily in bidding him God-speed. In view of his coming we practised Faber's impressive hymn—"Workman of God, O lose not heart," for in this Colony the supreme need of the workman of God is fortitude. How disheartening it is when great efforts bring only small results or when you lean on one who proves a broken reed and the sharp point pierces your hand. But the deepest pain of all is, not when men let us down, but when they let down Christ, men who have eaten of His Bread and yet lift up their heel against Him. But the cruel indifference—not to say shameful treachery—of the many makes all the more splendid the loyalty of the few. I wish to say to Mr. and Mrs. Young that when the chairman of Committee, the Secretary, the Treasurer and other office-bearers and office-bearers' wives met you on your arrival, it was with the intention of assuring you from the very outset that, though a stranger, you are among friends and whatever difficulties and discouragements you may have to meet, there are those who will stand by you and uphold your hands—men and women, real and true, sincere lovers of our Lord and of His Church.

Mr. Johnston then extended the right hand of fellowship to the new minister.

Preliminary Step

Mr. M. F. Key, Hon. Secretary of the Church, gave a brief account of the steps which led to the appointment of Mr. Young as

minister of Union Church, and expressed the thanks of the Committee and members to Dr. S. M. Berry, the Secretary of the Congregational Union of England and Wales, for the services he had so willingly rendered in searching the country for a successor to Mr. Macdonachie.

The friends of Union Church Mr. Macdonachie, Mr. Young said were also greatly indebted to the Rev. Frank Short, of the London church after five years, so that Mission, for as it were setting the seal on the new ministry by his Macdonachie in leaving after a able conduct of the services on much longer period. He knew how Sunday last. In the evening he much Mr. Macdonachie worked for (the speaker) had the pleasure of Hong Kong in general and for escorting Mr. Young on his first Union Church in particular, and visit to Union Church, Kowloon, only hoped that his own work He was sorry to see from an ad- was living and in the way they faced wvertisement in the press that one live.

"I have come to the conclusion," remarked Mr. Young, "that a (Laughter) As he had just pre- minister's work here is very large-viously bought a new one he could do outside, not that I under- claim personally to be above sus- picion and would leave Mr. Young ing, but I am afraid you are go- to make his own defence. (Laugh- your homes. We shall only do- work together on a basis of

The Hon. Secretary mentioned that the following message had been received from the Bishop of Victoria:

"You were good enough to invite me to be present at the meeting another. (He wished Mr. Alexander had been staying but he hoped to see him) that his contact with the soldiers would help Union Church and the soldiers too.

The day had been too long in dawning when it was realised that the denominations must stand for less and less and that co-operation in church work was absolutely vital. He therefore thanked Mr. Anasty for what he had said and assured him that if in any way he could co-operate he would be glad to do so. With reference to the welcome from the London Missionary Society he could only echo the words so well said by Mr. Short on Sunday that the work of the missionary and the minister was in essence the same.

"I have come to Hong Kong with no illusions," continued Mr. Young. "Maybe I shall find it hard, but you won't hear me say much about that. I shall go straight ahead with the work, do it as well as I can, and leave the rest to God; but I shall make very certain that I do not leave it all to Him."

He acknowledged the kind reception he and his wife had received and hoped that their thanks might take the form of consistent service for the Church and for their Lord and Master, Jesus Christ.

The meeting concluded with the singing of Doxology.

Knocked down by a motor omnibus in a vain effort to save her child from injury, Mrs. Mary Mulligan, aged 26, of Dock-street, Fleetwood, Lancashire, died after admission to hospital.

Miss Betty Simpson, the United States girl who was sentenced at Southampton to four months' imprisonment for stowing away in the Cunarder "Aquitania," was deported.

Almost immediately after entering the sea at Broadstairs, Kent, an elderly male bather collapsed and died.

COUNT THE
"MAILS."

See Page 3.

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EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPEROR OF FRANCE	Nov. 25	Dec. 1	Dec. 4*	Dec. 6	Dec. 15
EMPEROR OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPEROR OF ASIA	Feb. 13	Feb. 16	Feb. 18	Feb. 21	Feb. 2
EMPEROR OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 2
EMPEROR OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 5
EMPEROR OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1

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Hong Kong	Manila	Manila	Hong Kong
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Nov. 20 Nov. 22 EMPEROR OF CANADA Nov. 23 Nov. 25

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OCTOBER MON. 19th

FRI. 24th

S.S. "TAI MING" [640 tons—Capt. G. J. Spinck.]

OCTOBER MON. 22nd

FRI. 28th

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MACEDONIA	11,120	10th Nov.	Bombay, Marseilles & London.	
MIDDELDORP	5,334	13th Nov.	Straits, Bombay & Karachi.	
KHYBER	9,114	24th Nov.	Marseilles, London & Hull.	

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TALMA	10,000	27th Oct.	Singapore, Penang & Calcutta.	
CANARA	7,936	4th Nov.	Singapore, Penang & Calcutta.	
TILAWA	6,012	15th Nov.	Singapore, Penang & Calcutta.	

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AFARUA	6,000	4th Nov.	Manila, Port Holland, Sandakan,	
TANDA ST. ALBANS	6,056	20th Nov.	Thursday Island, Townsville, Bris-	
	4,500	28th Dec.	bend, Sydney & Melbourne.	

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KARAJALA	9,128	22nd Oct.	Shanghai, Moji, Kobe & Yokohama.	
CANARA	6,012	22nd Oct.	Moji, Kobe, Yokohama & Osaka.	
KHYBER	9,114	26th Oct.	Shanghai, Moji, Kobe & Yokohama.	
TILAWA	10,006	6th Nov.	Anmoy, Shih, Moji, Kobe & Osaka.	
KASHIMIR	8,985	2nd Nov.	Shanghai, Moji, Kobe & Yokohama.	

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HIS BOND

WORD OF A CHINESE GENTLEMAN

SHANGHAI DISPUTE

In the Provisional Court, Shanghai, last Tuesday, Judge Kao and Mr. C. E. Whitamore (Senior Counsel's Deputy) continued the hearing of the action brought by Frazer & Co., Ltd., against Chow Nyau-kan and Chow Wei-siak, of 30 Mohawk Road. Mr. H. D. Rodger, with Mr. Li Yew-wong, represented the plaintiffs and Dr. F. Wilhelm and Mr. T. Y. Lee were for the defendants.

Plaintiffs aver that dealers introduced by the defendants (compradores), "were not respectable, sound, and well-established business firm, but were fake, bogus, and false firms which the defendants introduced with the intention of taking up the goods ordered if the market and exchange were favourable when said goods arrived in Shanghai, and of refusing to take up said ordered goods if the market and exchange were unfavourable and that said contracts were made and said worthless dealers were introduced by the defendants to the plaintiffs for the purpose and with the intention of cheating and defrauding the plaintiffs by virtue of the defendants' false representations and the plaintiffs' reliance thereon." When requested to take up the goods, the defendants alleged that the firms either refused to take delivery or had absconded. The plaintiff's claim Tls. 17,482.17, less Tls. 2,058.15 admitted no credits due to the defendants.

Mr. Nicholas Alferieff said that he was with Frazer & Co. from December, 1925, to January, 1927, in charge of the sundries department. The two defendants joined the firm in February, 1926. The compradores had a profit, whether they got contracts or someone else brought them in. About 99 per cent. of the business was brought in by the compradores. Witness identified a letter written by himself to N. K. Chow as compradore, and said: "I dealt always with N. K. Chow, but I understood that he had no money and that all the money supplied to run the compradore department was supplied by his uncle, Chow Wei-siak." In dealing with cash payments of the compradore's department, Chow Wei-siak always came to see the managing director personally."

The Judge—The Court wish to have it proved that Chow Wei-siak was the No. 1 compradore and the other compradores were N. K. Chow and L. S. Chow. Chow Wei-siak decided important matters. Witness had not seen the compradore's agreement, but he knew that Chow Wei-siak was the guarantor of the compradore agreement, and he understood that at the same time he had another job as compradore with Arnhold & Co. Just after the defendants and L. S. Chow joined the firm, Chow Wei-siak's name appeared in the Hong List as compradore and he asked to have it removed, as Arnhold & Co. objected. Chow Wei-siak never by his actions or in any other way denied that he was compradore to Frazer & Co. and witness understood that he was "the financial man in the whole thing." All financial questions were referred to him. Witness made a private arrangement, which was passed on to Chow Wei-siak, who decided all important matters, whilst N. K. Chow did the routine work.

Cross-examined—It was possible that L. S. Chow was engaged by N. K. Chow as adviser, but witness never understood that. One of the directors signed contracts and the compradore chopped them. N. K. Chow personally told witness that he was the financial man in the whole thing. All financial questions were referred to Chow Wei-siak.

Answering Dr. Wilhelm, witness said the firm did not rely on its old dealers after the Chows joined. He remembered the names of Elng Soon and Dai Ling and was still doing business with them.

CONSIGNEES.

NOTICE TO CONSIGNEES.

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Hong Kong, 11th Oct. 1928.

(Continued on Page 8.)

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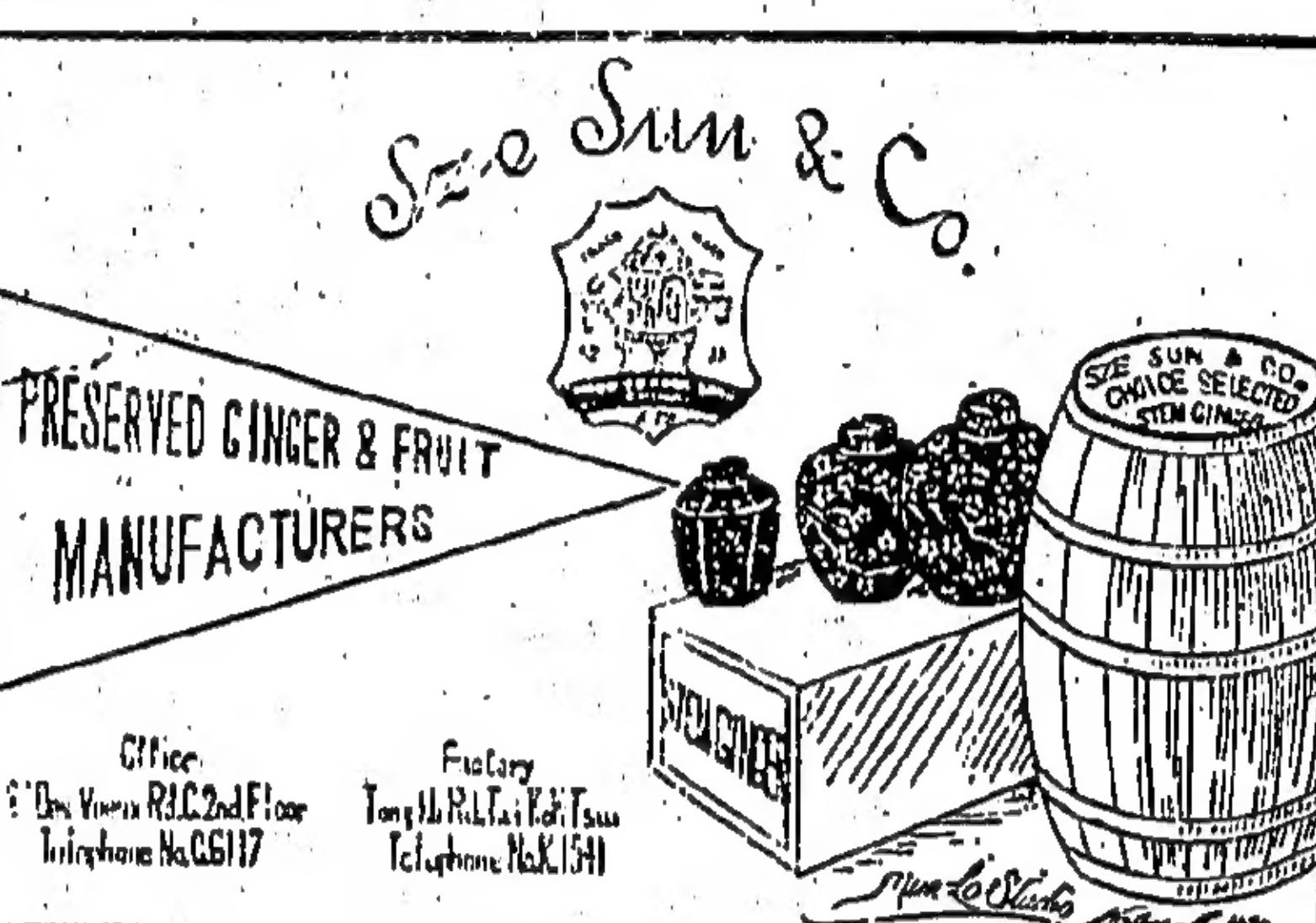
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Hong Kong, Thursday, Oct. 18, 1928.

A STUNT

In the following comments upon the heralded syndicate for the purpose of reconstructing portions of war-ravaged China we are not very much concerned with Professor John Nind Smith and have no intention of attempting to put the man on trial for what he has done or left undone. If, as the cable published in this issue from Shanghai indicates, he has really had to do with the flotation of a "Great Reconstruction Loan" and has involved "innocent investors" in losses, that is his affair for the time being—until at least, the full facts are known. It may be conjectured with a fair amount of safety, however, that few, if any, "China hands" rang among his "innocent investors," and that whatever misfortune he has to face will have to be faced when he gets home. What we are here concerned with is the absurdity and the dangerous probabilities of the whole idea.

The affair, from what we know of it—and it is again emphasised we are not acquainted with the full facts—is one that can have no other results than bring discredit upon the British in China, and the pity of it is that a number of world-known industrial firms have become associated with the stunt. There is, we imagine, nobody on earth—neither a Mussolini, a Northcliffe, a Lloyd-George, nor an administrative genius of any name—who could, at the present time, cement Anglo-Chinese relations by means of a trade alliance. It is mere presumption for anyone to attempt it. Ridicule, if nothing worse, must be the ultimate outcome of any such effort, however honestly conceived.

Mr. Facteau's story is that she was passing Mr. Ragland's house when this particular goose flew at her, pecked, bit, and scratched her, and finally threw her to the ground. This "web-footed fowl of the goose species," Mrs. Facteau further alleges, rendered her unfit for her household duties and obliged her to spend \$20 in vain efforts to be healed of her injuries and recover her peace of mind. The physical injuries sustained by Mrs. Facteau are given as a cut chin, bruised on the arms and legs, and a broken wrist.

For the moment, the defendants have offered no published reply to these assertions.

Reuter's Commercial and Financial Office is moving to 1a, Chater-road on October 22.

The Indian Section of the St. John's Ambulance Brigade is holding a concert at the Ellis Kadoorie School on Saturday at 8.30 p.m.

The "Black Birds" were better supported at the Theatre Royal last evening when they put on "A Minstrel Revue," which was very successful at Kowloon. "Variety" will be presented to-night.

To-morrow evening the St. Andrew's Young Men's Club will hold their first social meeting in the Church Hall, St. Andrew's Church. A play will be presented by the members and dancing and games will be included in the evening's entertainment. The proceedings will begin at 8.30.

CORRESPONDENCE.

CHRISTIAN HEALING.

(To the Editor of the "China Mail".)

Sir,—Kindly permit me to refer to the letter which appeared under the heading of "Christian Science," in your correspondence column last night.

It is not necessary to await the conclusion of an erroneous statement before making a correction. Therefore the writer of the letter can understand the reason for making clear that the proposals set forth in the sermon published last Saturday, have no connection with the Christian Science organisation as founded by Mrs. Eddy.

May I point out that the statement, "it will be seen how impossible it would be for a Christian Science practitioner to co-operate with what is known as Medical Science. They are diametrically opposite, and nowhere in all her writings does Mrs. Eddy teach that the two systems can be combined," is not in the least disproved by the letter which was sent to "The Times." A study of the works of Mrs. Eddy mentioned in that letter will quickly convince any honest reader that the above statement is true and it would also be seen that the passages quoted have been divorced from their context and are being deliberately used in a sense never intended by Mrs. Eddy.

For the benefit of your readers I may add that Christian Science is not chiefly a system for the cure of disease. The cure of disease enters into the practice to the same extent and for the same reason that the cure of disease entered into the original practice of the Christian religion.

In this and in every respect the scope and purpose of Christian Science are the same as the scope and purpose of original Christianity. Christian Science is simply the restoration of the teaching and practice of pure and unadulterated Christianity. There was no co-operation between Christian healing and the physicians in original Christianity and it is impossible for there to be any such co-operation in Christian Science.

Yours truly,
W. H. ADLER,
Christian Science Committee
on Publication.

AGAINST GOOSE!

"MISCHIEVOUS, VICIOUS, AND VIOLENT"

WOMAN CLAIMS \$2,000

New York.—For the first time, it is believed, in the history of its long association with mankind, a goose has been made the central figure in an action for damages. This usually unoffending bird has been brought into the Supreme Court of the District of Columbia charged with being mischievous, vicious, excitable, and of a violent disposition.

A woman makes this sweeping declaration. She is Mrs. Amelia Facteau, who claims \$2,000 damages from Mr. John Ragland and others because she alleges, Mr. Ragland's goose attacked her one Sunday as she was returning from church. She asserts that the defendants knew that the goose was of an evil and violent disposition, and took no proper precaution to keep it penned up.

Through to the Ground.

Mrs. Facteau's story is that she was passing Mr. Ragland's house when this particular goose flew at her, pecked, bit, and scratched her, and finally threw her to the ground. This "web-footed fowl of the goose species," Mrs. Facteau further alleges, rendered her unfit for her household duties and obliged her to spend \$20 in vain efforts to be healed of her injuries and recover her peace of mind.

The physical injuries sustained by Mrs. Facteau are given as a cut chin, bruised on the arms and legs, and a broken wrist.

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BOY OFFENDERS

CHIEF CONSTABLE PLANS A CLUB

BOOKMAKER'S \$3,000

Mr. J. W. Danby, Chief Constable of Hyde, Cheshire, has started a club for boys who have come under his notice for offences of various kinds.

He has devised a programme which he thinks will fit in with the known inclinations of such boys. To begin with, there will be games, drill, sports, and contests, and later it is hoped to add other attractions such as a cinema; dances, and competitions. Mr. Danby said to a "Daily Mail" reporter:

I feel that altogether new and better methods of dealing with young boys must be adopted. We must take them away from the atmosphere of the police court and make friends with them. I am convinced that my scheme will far better than bringing them before the magistrates, which almost invariably results in their being bound over, and the probation officer, often a policeman, being instructed to keep an eye on them.

Some time ago a bookmaker who left Hyde many years before because he said the police were "making it too hot for him to carry on" left Mr. Danby more than £3,000 to be used "to carry on his good work among the poor children of the town." Mr. Danby has to provide an annuity of £80 for the old housekeeper of the bookmaker. The rest of the money he can use as he likes.

QUAINT FURNITURE

ANTIQUE EXPERT OFFERED 4,000 TABLES

Mr. Herbert Cescinsky, the antique expert, writes to the "Daily Mail" to the effect that since the appearance of an article in that paper, in which he was mentioned, he has received more than 4,000 letters, many enclosing stamped envelopes, inviting him to buy certain tables and other things.

Mr. Cescinsky adds that it is impossible for him to reply to all this correspondence. He is not a dealer, and buys only on behalf of clients, none of whom "is in want of 4,000 tables." The tables which have advanced in value, he says, are the long mahogany dinner tables, in sections, each on tripod pillar and claw bases. They vary in length from 10ft. to 20ft.

"Nearly every correspondent," Mr. Cescinsky adds, "has offered Victorian loo tables, about 4ft. or 5ft. square (or round), which have no value."

CARDINAL BOURNE

25 YEARS AT WESTMINSTER CATHEDRAL

Cardinal Bourne last month celebrated the 25th anniversary of his appointment to the Archibishopric of Westminster.

The occasion was marked by a celebration of Pontifical High Mass in the cathedral attended by the Metropolitan Chapter, including three or four Bishops. Cardinal Bourne wore rich new vestments which were presented to him in celebration of the anniversary.

Cardinal Bourne's career at Westminster will always be associated with the gradual beautifying of the great new cathedral. He has worked untiringly to effect the adornment of the cathedral in a fitting manner and has collected large sums which have been spent on its interior decoration. It is probable that some further embellishment of the cathedral has been undertaken to mark the anniversary.

£30,000 EYES

MISS MABEL POULTON'S HEAVY INSURANCE

Miss Mabel Poulton, the English film star, whose "Tessa" in the screen version of "The Constant Nymph" was so much praised, has had her eyes insured for £30,000.

She is also insured against Kleig eyes, the painful temporary affliction caused by the fierce studio lights, from which many screen actors and actresses suffer now and then.

Other notable instances have been: Miss Mistinguett, the French dancer, £200,000 for her legs; Miss Pearl White, the film actress, £13,180 for a dimple; M. Paderevski, the pianist £12,000 for his hands.

An Irishman one day entered a barber's shop for a shave. After he was seated and the lather applied, the barber was called to the adjoining room, where we was detained for some time.

The barber had in the shop a pet monkey which caused great amusement by imitating its master. As soon as the latter had quitted the room the monkey seized the shaving brush, dipped it in the lather, and proceeded to apply it to the Irishman's face.

When this was finished to the monkey's satisfaction the little animal took up a razor, and after strapping it, turned to Pat to shave him.

"Stop that," cried Pat firmly, sitting up in the chair. "You can't take the towel to me neck, and put the soap on me face, but, before you've got to shave me."

P'RAPS-P'RAPS NOT!

Freddy Fullbounce was swanking to the company in the hotel-bar about his travels. He had been here, there, in fact, everywhere. He went on at great length which bored the whole company and in an effort to liven up the proceedings he exclaimed "I've been round the globe several times during my life."

"That's nowt," said the man in the corner, sarcastically, "my goldfish does it every day."

A pre-war mother said to her daughter: "What did you mean by sitting on young Smith's lap at the Browns' Christmas dance?" Modern Daughter: "You told me to." Mother: "Absurd!" Daughter: "Well, mother, you said if he got sentimental I was to sit on him."

A man called on his medical adviser and said: "Doctor, I can't get to sleep at night." "Insomnia, eh?" "That's it." "There are ways and means of combating that. You think you are hopelessly wakeful, but mental effort has great deal to do with getting you to sleep. Just imagine you are walking a tight rope a thousand feet from the ground. Step by step you advance on this tight rope." "Yes." "You'll soon drop off."

He is a man of means, a well-groomed fellow who has reached what one might call the favourable fifties. He spends quite a lot of his time glancing around at his factories. He lives, however, in the smallest town in which he owns a factory. Recently while he was visiting a rather lace-curtain friend of his the friend remarked: "But why do you stay in such a one-horse town?"

"Perhaps because I happen to be the horse," he replied modestly.

The motorist drew up when he saw the policeman's hand go up—but not quite soon enough and his front wheels protruded over the white line. The policeman ordered him to back, somewhat peremptorily, whereupon, annoyed at being spoken to in such a tone, the motorist started to call the officer of the law all the complimentary names he could think of.

His wife, who was sitting beside him, became rather alarmed at the turn things were taking, and, thinking to save her husband from being locked up, leaned over and said in her sweetest voice: "Please don't take my notice of him, officer; he's intoxicated."

No one saw how it began. The first people lounging on the beach saw his body borne ruthlessly aloft on the crest of a wave, where it was twisted for a moment in giddy gyrations before being hurled violently upon the beach.

A crowd was soon assisting to bring him beyond reach of the cruel waves. Skilled hands applied artificial respiration. It was not too late, for they could see the man was coming to. His blue lips parted, and he gasped painfully while his eyes slowly opened.

"All r-r-right, Alice," he said haltingly, "I'll leave m-me alone and I'll get up!"

A man who was out of work was given a job in the Frivol Theatre. He was duly installed in his new position, and, as instructed, put in an appearance on the opening night.

"Now, then," shouted the stage manager, as the clock struck eight, "all is ready, run up the curtain!"

This was too much for our friend.

"Wot yer talkin' bout?" he asked roughly. "Run up the curtain? I'm a stage and not a bloomin' squirrel!"

CHINA & POWERS**"INCIDENT" WITH FRANCE SETTLED****MINISTERS FOR NANKING**

Shanghai, Yesterday.
Notes settling the Sino-French Nanking Incident were exchanged yesterday and published textually this afternoon. The terms are similar to those of the Sino-American Notes of April and the Sino-British notes of August 10.—Reuter.

"Co-Incident."

Peking, Oct. 12.
The Italian Minister (Signor Daniele Vare) and the Spanish Minister (Senor Garrido Cisneros) and the Belgian Charge d'Affaires will leave Peking separately between October 13 and 20 for Shanghai, where they are expected to meet Dr. C. T. Wang (Minister for Foreign Affairs) and to open negotiations with him regarding numerous important problems including the revision of tariffs and the conclusion of new treaties.

Sir Miles Lampson (the British Minister) and Mr. John V. A. MacMurray (the United States Minister) are also expected to depart from here about the end of this month, with the apparent object of paying a visit to China's new capital.

These successive departures of the Ministers of various countries from the old capital for the South, co-incident with the formation of the reorganised National Government, are being watched here with keen interest.—Tokio.

Seal and Crest

Nanking, Yesterday.
A prize of \$5,000 has been offered for the best design of a seal and crest for the National Government. The competition will be open for three months.—Reuter.

Yen Hsi-shan.

Peking, Yesterday.
Responsible Chinese circles state that General Yen Hsi-shan of Shensi has abandoned his trip to Nanking.—Reuter.

REIGN OF TERROR**KUOMINCHUN EMISSARIES SHOT IN CHEFOO**

Peking, Yesterday.
Reports from Chefoo state that the recent shootings of Kuominchun delegates have been followed by a reign of terror during which thirty people have been murdered. The favourite method has been to use motor cars for kidnapping the wanted persons, who are then driven out to the lonely countryside and there shot and buried, the cars returning empty.

While details are lacking, apparently, all the victims have been emissaries of General Feng Yu-hsiang.—Reuter.

WITHOUT CONSENT**CHINESE MOTHER AND MISSING DAUGHTER****MAN SENT TO PRISON**

Appearing on remand, a Chinese was this morning, at the Kowloon Magistracy, charged before Mr. W. Schofield "with taking away or causing to be taken away a Chinese girl under 21 years of age w/out the consent of her parents."

Mr. R. A. P. Forrest, of the Secretariat for Chinese Affairs, who prosecuted, said that it appeared defendant was employed by a contractor some time in the 6th Moon, (August). The contractor was the father of the girl in question. Defendant became intimate with her and one day she and defendant were missing. The matter was reported to the police. Some few days later the complainant—the mother of the missing girl—overheard some men in conversation, and from what she ascertained, it appeared that defendant had taken the girl to the country to live with him. Late she had received a message from defendant stating that he had sent his younger brother to discuss the matter with her. They were to meet in Mongkok. The brother was arrested. Later defendant said that the girl had agreed to stay with him.

After further questioning, the Magistrate sentenced defendant to 9 months' imprisonment.

"GARDEN OF ALLAH"**A "STUPENDOUS DRAMA OF AFRICA"****AT THE QUEEN'S**

A picture with a sorrowful yet beautiful theme, visualising the life of a Trappist monk who had broken his vows, and the adventures that followed, is being screened at the Queen's Theatre under the title of "Garden Of Allah" for usual performances to-day till Saturday.

The acting of the leading character is excellent, so life-like in emotion in the portrayal of a monk by Ivan Petrovich. He is a new

ROSS INSTITUTE**MRS. SOUTHORN ON RACIAL FRIENDSHIP
SUCCESSFUL PARTY**

Five new Life Members, a sum of a thousand dollars and a delightful party and bridge and mah jong tournament at the Helena May Institute last evening represent the net result of the organising committee's efforts, with Mrs. W. T. Southorn as Chairman, in aid of the funds of the Ross Institute and Hospital for Tropical Diseases. The extent of the prominent part he took in last evening's proceedings. When invited, he promptly acceded to say a few words when making the announcement of new members from Hong Kong for the Institute. In the course of his remarks Mr. Halifax said:

The gathering of over two hundred ladies and gentlemen represented no less than nine different nationalities, and was not the least delightful feature of the successful social meeting. This was made possible by the combined efforts of Mesdames Southorn and Creasy on behalf of the British, of Lady Ho Tung, Mr. and Mrs. Ho Leung and Mrs. Ho Ki on the part of the Chinese, Mesdames J. M. da Rocha and P. M. N. da Silva and Mr. J. P. Braga for the Portuguese, Mesdames Parker and A. L. Shields for the American, Madame de la Prade (French), Mme. Abe (Japanese), Mrs. M. J. Quist (Dutch), Mme. Bolusius (Belgium), and Mrs. Sverre Berg (Norwegian). The Hon. Mr. H. T. Creasy, C.B.E., and Messrs. Ho Leung and J. P. Braga officiated as M.C.'s throughout the evening.

The Tournaments

The Tournaments commenced at 4.30 p.m. and were carried with considerable enthusiasm by the mixed participants. Two prizes were offered for mah jong and a similar number for bridge. The highest individual scores in each of the games were declared the winners, and booby prizes were also presented. At 6.30 p.m. a bell was rung as the signal for the collection of the score sheets which were all tabulated and the highest scores ascertained. The winners were subsequently announced as follows:

Bridge

Ladies:—
1st prize, Mrs. Hills + 1,280 points.
Booby prize, Mrs. Koch — 1,434 points.

Gentlemen:—

1st prize, Mr. Lo Cheung-shui + 1,452 points.
Booby prize, Mr. E. Zimmern — 1,276 points.

Mah Jong

Ladies:—
1st prize, Mrs. Ho Sui-man, 35 points.
Booby prize, Mrs. A. E. Wright, 0 point.

Gentlemen:—

1st prize, Mr. Matsumaya, 19 points.
Booby prize, Mr. R. Dorman, 2 points.

During the drive light refreshments were served. Cigarettes were sold at a small charge for the benefit of the fund by Mesdames Wyatt and Berg, and Mesdemoiselles Luard and Mary Ho who very kindly assisted the committee and for whose cheerful and efficient services the committee feel very grateful. It should be mentioned that the plentiful supply of cigarettes obtained was the gift of the British American Tobacco Co., to whom the committee desire to tender their thanks.

Life Members

Before the presentation of prizes, an announcement, which was received with considerable satisfaction by the large gathering present, was made by the Hon. Mr. E. R. Halifax, C.M.G., O.B.E. It was to the effect that the Ross Institute had enlisted five new Life Members among Hong Kong residents; they were Lady Pollock, Sir Robert and Lady Ho Tung and Mr. and Mrs. Ho Kom-tong, whose cheques of ten guineas each were presented

that evening. The first response to Mrs. Southorn's appeal in the Press reached her from Mrs. C. G. Alabaster and Mrs. H. T. Creasy who registered themselves as Associate Members.

Generous Gift from Chinese
Worthy of special mention is a generous gift received from Mr. Tang Shiu-kin (Chairman) and the Directors of the Tung-Wah Hospital of a cheque for \$350. This valuable contribution from the Chinese gentlemen is very greatly appreciated.

The Hon. Mr. Halifax's Address: The extent of the Hon. Mr. Halifax's kindly interest in the Ross Institute is evidenced by the fact of the prominent part he took in last evening's proceedings. When invited, he promptly acceded to say a few words when making the announcement of new members from Hong Kong for the Institute. In the course of his remarks Mr. Halifax said:

I am asked by the Committee responsible for this entertainment to express their pleasure at the response their efforts have elicited. The return this afternoon will make a welcome addition to the total it will be possible to remit to the Ross Institute and it is a pleasure to announce that the appeal issued has already received a promising response in the following subscriptions which are gratefully acknowledged:

His Excellency's Prizes:
Lady Pollock \$10.10.0d.
Sir Robert and Lady Ho Tung \$210.

Mr. and Mrs. Ho Kom-tong \$210.

and a subscription from the Chairman and Directors of the Tung Wah Hospital (through Mr. Tang Shiu-kin) of \$350; and \$50 from the Commodore and \$50 from Mr. Kotewall and further the cost of the prizes for the bridge and mah jong tournaments to-day has been defrayed by His Excellency, the Officer Administering the Government.

"It is safe to hazard the statement that few, if any, here have met Sir Ronald Ross but equally safe to say that many have met malaria, which is no respecter of age, creed or nationality and waits for no introduction. It is quite fitting therefore that we are all combined against it.

The composition of the Committee responsible for bringing to our notice the claims of the Institute and of this gathering, which is here to support those claims, both fully representative of the whole Hong Kong community, show a correct appreciation of the fact that common action is called for against the common enemy, and an uncommonly nasty fellow he is. If we may take these beginnings as an indication of the common action that we are to expect from Hong Kong, they form a good augury for the support to come for an Institute that has already done much for each and all of us and wants only sufficient resources to do much more.

"The interest taken in our doing by headquarters at home is shown by a cable received to-day by Mrs. Southorn from her sister-in-law, Mrs. Edgar Sidney Woolf, the Hon. Secretary of the Ladies' Committee of the Ross Institute, warmly thanking all those in Hong Kong who are so kindly assisting the funds of the Institute.

"I am sure it will give Mrs. Southorn much pleasure to add to her remittance the contents of this envelope, which represents the subscriptions to which I have already referred. It still remains for me to ask her to present the prizes for these tournaments."

After Mr. Halifax had concluded his remarks little Miss Allegra Gutierrez on behalf of the assembly presented Mrs. Southorn with a lovely bouquet of choice flowers, tied with silk streamers representing the national colours of the organising committee.

Social Intercourse
In returning thanks, Mrs. Southorn said that the basket of flowers was a most charming gift. She was particularly happy to have the ribbons of the national colours of the various members of the organising committee. She would not use them, but put them away in a special box in which she had stored previously mementoes of Hong Kong and Ceylon. She added:—

Ladies and Gentlemen,—I feel that if my tongue were once loosened on the subject that is uppermost to-day I should hold you in bondage for a long while. But this is not the occasion for lengthy speeches. Most of you have been playing Bridge and Mah Jong and are ready to hurry home. But I do just want to say how heartily—how very heartily—I thank all those who have helped to make this adventure so great a success. Collected beneath this roof we see assembled what almost corresponds to the Scriptural comparison "A great multitude out of all tribes and peoples and tongues." On looking round this room to-day I see not only a party of very kind and very charming people, playing Mah Jong and Bridge in aid of the Ross Institute and thereby helping substantially the cause of suffering humanity throughout the Tropics, but in addition I see a substantial link in that pleasant social intercourse which is so valuable a factor in the interest of our lives and in the peace of

our own little corner of the world and the wider world outside.

To all of you my warmest thanks. "Good wine needs no bush," the old saying goes, and the Ross Institute needs no words of mine to extol its far-reaching sphere of usefulness in all countries and among all nations.

I must just make special mention of those who have borne the work of organising this successful afternoon—Mr. Braga, who suggested it to me in the first instance and proceeded to carry it to this splendid conclusion, together with Mrs. Creasy and Mr. Ho Leung and the other members of the committee, who have been indefatigable in doing all the work and leaving me the pleasant task of saying "thank you" to all the generous donors whose contributions Mr. Halifax has handed to me.

Once again I thank you each and every one who have helped to further a most deserving international cause and to promote thereby international friendship in this beautiful Island. (Loud applause.)

London's Thanks

A cable has been received by Mrs. Southorn from her sister-in-law, Mrs. Edgar Sidney Woolf, Honorary Secretary of the Ladies' Committee of the Ross Institute, warmly thanking all those in Hong Kong who were so kindly assisting the funds of the Institute yesterday.

His Excellency's Prizes:

The cost of the prizes for the Bridge and Mah Jong party were defrayed by His Excellency the Officer Administering the Government.

Before the party dispersed Mr. Ho Leung thanked the Hon. Mr. E. R. Halifax, on behalf of the Committee, for the part he took in the proceedings.

The party was considered a most successful function.

The organising committee wish to record their thanks to the Committee of the Helena May Institute for the loan of the Hall; to the Club Lusitano for card tables, to the British American Tobacco Co. for the gift of cigarettes, to Government House and the Public Works Department for the loan of tables, and the P. W. D. for free transport and to Messrs. Lane, Crawford & Co. Ltd., for tumblers, etc. free of charge.

Among those present were—His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southorn, C.M.G.) and Mrs. Southorn, Sir Shou-sun and Lady Chew, Lady Ho Tung, the Hon. Mr. E. R. Halifax, C.M.G., O.B.E., and Mrs. Halifax, the Hon. Mr. A. C. and Mrs. Hynes, Mr. and Mrs. S. G. Dufaure da la Prade, Dr. and Mrs. R. H. Kotewall, Mr. and Mrs. Ho Tung, Mr. and Mrs. Ho Kom-tong, Mrs. E. D. G. Wolfe, Mrs. and Miss Luard, Mrs. J. H. Taggart, Mrs. R. M. Dyer, Mr. and Mrs. Abe, Mr. Tung Shiu-kin, Mrs. Digby, Mrs. B. Wyllie, Mrs. and Miss Jesson, Mrs. and Miss Ho Kwong, Miss Jean Ho Tung, Mrs. Hogg, Mr. and Mrs. J. M. Rocha, Mrs. Silva Neto, Mrs. R. Sutherland, Mrs. C. C. Wang, Mrs. Paul Lauder, Mrs. M. J. Quist.

Representatives of the Russian Department of Agriculture have selected from farms in Wiltshire and Hampshire 191 Hampshire Down sheep for export to Russia.

November 10—Royal Hong Kong Yacht Club opening cruise.

Miscellaneous.

October 19—St. Andrew's Young Men's Club held first social meeting, St. Andrew's Church Hall, 8.30 p.m.

October 22—Public lecture on "Sex Life in Plants," by Mr. Crook.

October 25—First championship race for Racing Yachts.

October 31—Tenth bi-annual race for ships' lifeboats (Royal H.K.Y.C., Trevessa Trophy), 4 p.m.

November 6—Smoker (Billiards) Championship, Palace Hotel, Kowloon.

November 10—Royal Hong Kong Yacht Club opening cruise.

Miscellaneous.

October 19—St. Andrew's Young Men's Club held first social meeting, St. Andrew's Church Hall, 8.30 p.m.

October 22—Public lecture on "Sex Life in Plants," by Mr. Crook.

October 25—First Debate of the Season (European YMCA), 9 p.m.

October 26—Investiture at Government House.

November 2—St. Peter's Y. M. C. Club holds bazaar.

November 17—H.K.W.G. & M.C.L.'s "Fun O' the Fair," at Lee Gardens.

Representatives of the Russian

Department of Agriculture have

selected from farms in Wiltshire and Hampshire 191 Hampshire Down sheep for export to Russia.

See Page 3.

**COUNT THE
"MAILS."**

See Page 3.

Are YOU looking for
an effective cough mixture?



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"PINOCHE"

The finest cure for coughs,
colds and sore throats.

Obtainable at
THE CHINA DISPENSARY

And Leading Departmental Stores.

Telephone C. 2598.

12, Queen's Road Central.

SHADOWS BEFORE**COMING EVENTS ANNOUNCED
IN THE "MAIL."**

To-day—Queen's Theatre: "The Garden of Allah."

To-day—World Theatre; Buster Keaton in "College."

To-day—Star Theatre; "Coast of Folly."

October 25—First Chamber Concert of the season, Helena May Institute, 5.30 p.m.

October 25—St. Peter's Church Y. M. Club's first dance of the season, Lane Crawford's restaurant, 8.45 p.m.

November 2—Dance in City Hall in aid of H.K.W.G. and M.C.L. (Police branch), 9.15 p.m.

Lammar's Auctions

October 20—at Sales room, Duddell Street, Studebaker 6-cylinder, 2-seater Coupe, Hudson 6-cylinder, 7-seater car, and "P" Model Triumph motor cycle, noon.

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THURSDAY, OCTOBER 18, 1928.

**EUMENOL**

Efficient and Harmless Remedy for all Female complaints.

On sale at all drugstores.

Liquid or 50 tablets packing.

E. Merck's Agents:

BORNEMANN & CO.

Hong Kong. Canton.

CHUI KING-TONG**HIS NATIONAL DAY SPEECH AT SWATOW****RECIPROCITY & EQUALITY**

General Chui King-tong (Hau Ching-tang), now Rehabilitation Commissioner for the Eastern division of Kwangtung province, who was Chief of Staff to Marshal Li Chai-sum when he visited Hong Kong in March, delivered an address at his Swatow headquarters on "Double Ten" Day (Oct. 10) to the Consular Body of Swatow, as follows:-

It is a pleasure to me to-day to see so many illustrious gentlemen present and I wish to extend to them my heartiest welcome. Today is our National Feis Day and coincidentally it is also the birthday of our greatest Sage, Confucius. We may call to our memory the heroes before us who, in fighting for the equality of our race and for our political freedom, have freely laid down their lives and poured out their precious blood and, after repeated failures, secured for us this memorable day in 1911. This is the day our race liberated itself from imperialism and found its way to democracy. So in every year on this day the whole nation commemorates this event with the greatest enthusiasm in memory of and in thankfulness for the heroes,

are very closely related. To seek the accomplishment of peace it will be necessary to have equality. Therefore, peace embraces in it the principle of reciprocity and equality. Communication has made rapid strides in this 20th century world and the economic condition of our nation is closely knitted with that of her sister nations. China, noted to be the richest country in the world in her potential wealth, and having the largest population, will have some offering to make to the improvement of the economic development of the world provided she is given a free hand in developing her natural resources.

However, our people will not venture to force themselves upon the world but will exert themselves to proclaim this principle to the end that world peace may be promoted. Once a certain gentleman said that, "China is a puzzle to the world and anyone who can solve this puzzle will hold the key to the world." I think this puzzle is not difficult one. Any of the friendly nations who care understand the need of our people and who will be the first to help them solve their problems to their satisfaction, will have already solved this puzzle to the world.

China's Re-Birth

The military stage of our revolution has come to an end and the Nationalist Government has been successfully reorganized and hereafter everything will be carried out in accordance with peace time rule to the end that the reconstruction of our country may be accomplished. This is, indeed, the rebirth of our nation and all friendly nations who desire to see a united China and who desire closer and friendly relations with our country will no doubt be sympathetic to the aspirations and efforts of our people. In our present state of reconstruction any assistance from our friendly neighbours will be much appreciated and it is particularly desired that you, Consuls, will use your utmost effort in the spirit of co-operation to increase the friendliness between your people and us.

BUSTER KEATON**GREAT COMEDY AT WORLD TO-DAY**

General Chui King-tong

and also with the hope that the new life in our political constitution will confer endless blessing upon them.

Meaning of Democracy

Unfortunately after the revolution some militarists did not understand the meaning of democracy and, using their military power to oppress the people, created turmoil and confusion in the country. Therefore, our friendly neighbours began to lose hope and to cast suspicion upon us. Our people, being unable to tolerate such chaotic conditions and unwilling to let such confusion prevail forever to the discouragement of our friendly neighbours, took up the revolution once more and time after time did away with the militarists, who brought the misfortune upon the people. Recently this work was completed. It is hard to describe in full the untold sufferings of the people. However, to reach this blessed state, we have willingly made sacrifices of our lives and money. It will be easy for you, Consuls and gentlemen, to understand and appreciate our feeling of joy this day when, after the success of the second revolution, we are commemorating the successes of our first revolution.

Confucius

China is known to be one of the oldest civilized countries in the world and the Chinese people are the most peaceful. We owe much, and are thankful to Confucius, our greatest Sage, because it is by his philosophy the Chinese people became cultured in peace. Once our great Sage said to the effect that the great cause would prevail if everybody would be unselfish. We dislike to see treasure lie waste upon the ground, but yet it is unnecessary to appropriate it for one's own use. It is a shame not to exert oneself, but it does not necessarily mean that we should only work for one's own good. Therefore, to-day, in commemoration of his birthday, we remember vividly his principles of common weal and his spirit of deep love. Having received such teaching from our Sage, our nation, under the ideal of equality of races and freedom for all nations, will be most unwilling to cherish a sense of thought about inequality unless compelled to do so. It is hoped that the Consuls who have resided long in China and have carefully studied the situation, will not regard my statement as beside the mark.

Civ. For Peace

Acting on the advice of a doctor I commenced a course of Dr. Williams' Pink Pills. After the first two bottles there was marked improvement. The pains were much easier, my appetite revived and I was able to sleep better. As I continued taking the pills the feeling of depression vanished and before long all signs of rheumatism disappeared. I put my rheumatism down to exposure. Dr. Williams' Pink Pills cured me of it entirely, therefore I recommend the pills to other rheumatic sufferers. Any reliable chemist can supply you with Dr. Williams' Pink Pills. But I urge that you get Dr. Williams' to go to the same chemist as Mr. Weinmann, you must have the genuine, not substitutes.

HIS BOND

(Continued from Page 5.)

Chow Wei-siak to call him the compradore publicly. I was asked to write a letter to apologize so it would straighten his hand with Arnhold & Co., which is why this letter was written, except that I stated in this letter that he was the guarantor.

There was no question of his not being guarantor at that time?—No. When did he deny this?—When we started this action.

"Face" and a Guarantor

Cross-examined—You have no actual proof that Chow Wei-siak actually received letters?—Yes, I have, because he has agreed to the terms in some of the letters and agreed to come around and change the staff and take a smaller amount as remuneration. I would like to tell the court the whole story please. In December of 1923 or January of 1924 I took over the liquidation of a firm. With that firm, assisting with the liquidation, was N. K. Chow. Then the previous compradore, D. K. Yuen, and I disagreed and N. K. Chow he would, come along and act as compradore. This proposition I did not accept at once. I wanted a guarantor and a great deal more "face" with the Chinese. I wanted a bigger man behind the compradoreship. It was eventually arranged at my late father's house. We had a conference between Chow Wei-siak, L. S. Chow, N. K. Chow, and myself. The compradore agreement was drawn up by Mr. Dawe, as stated before. Chow Wei-siak seemed to be on very friendly and nice terms, and we treated him as a Chinese gentleman of the highest standing. I particularly wish to emphasize to the Court the esteem we held this man in, and partly on this account there has not been a tighter hold in the drawing up of this compradore agreement. I treated him as though a Chinese gentleman's word was his bond.

When he signed this agreement, we read over Article No. 17—"The compradore shall forthwith guarantee to the extent of T\$80,000." I said:—"What are you going to do about forthwith guarantee?" and he said:—"I am going to sign this document, and that will be sufficient for anybody." We shook hands and considered, at least I did, the thing finished and that Chow Wei-siak had signed the guarantee. Mr. Dawe was present when this was signed. All my staff understood immediately this compradore agreement, and in all financial matters he has acted as the guarantor and has arranged all big transactions. You will see from all my correspondence with him, and from the many interviews that he has always accepted full responsibility for this agreement.

To Clear off Whole Thing

In the early part of May, 1927, when business was very slow, Chow Wei-siak came to me in the office and I pointed out to him that a lot of contracts had not been returned signed by the dealers. I pointed out this responsibility and that he would be responsible in case of resale, and Chow Wei-siak said he would then clear off the whole thing for me.

Do you mean to say that, as N. K. Chow was unable financially to pay the money, you sued Chow Wei-siak as well?—There was a joint responsibility between them for a lot of these contracts. The question that we are concerned about is that N. K. Chow is definitely responsible for not having returned the contracts, signed by dealers and that Chow Wei-siak was his guarantor. Therefore, it was necessary to use them both.

Why did you not ask Chow Wei-siak to put the word "guarantor" on the agreement?—That is the biggest mistake we ever made. The agreement was drawn up in a very friendly way, and we pointed out the word "forthwith" in the agreement from which I thought it was done.

N. K. Chow is here, and he himself would be able to pay any claim against him—I am delighted to hear it!

The hearing was again adjourned.—"N. C. Daily News."

BEHRINGWERKE, A.G.

MARBURG-LAHN.

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PROF. MUHLENS & MENK

Institute for Ships' and Tropical Diseases, Hamburg.

Recognised as the best remedy

against chronic amoebiasis

as well as

acute and bacillary dysentery

PACKINGS:

Pills: - - 10, 25, 50, 100, and 500 grams.

Pills: - - 25, 50, 100 and 2,500 pills.

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SNOOKER CHAMPIONSHIP

OF THE COLONY

will be held at

THE PALACE HOTEL

Kowloon, Commencing Nov. 6

Entrance fee \$3.00. Entries Close Nov. 3.

Palace Hotel Challenge Cup

to be won outright

2nd and 3rd Prizes, Silver Cups.

Prize for highest break.

ENTER EARLY.

A WEEK'S PAPERS IN ONE**"OVERLAND CHINA MAIL"**

ILLUSTRATED.

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

The Red Menace as it affects Hong Kong is the topic in several exclusive articles in this week's "Overland China Mail". Insight is obtained perusal of these "stories" into the methods adopted by professional agitators whose business it is to stir up trouble. If only for the latest exposure of Communism in the Far East, the current issue of the "Overland" should be sent Home to all interested.

But there is much more in the "Overland". It is the only illustrated weekly budget of "local" and "China" news published in Hong Kong. The best selection of "pioneer pictures" will be found in the "Overland", in the handiest form. In fact, the latest "Overland" will make a delightful souvenir to many whose names are mentioned.

As to news in general, the "Overland" includes reports on departures of well-known Hong Kongites, the newest phases of piracy, developments in North China, the official luncheon by a British Lt. Col. to a Chinese General, the Public Exchequer, also the week's sport history, with a very interesting review about the Fanling Hunt.

READY TO-MORROW.

Mail via Suez closes at 9.30 a.m. on Saturday.

and via Siberia at 9 a.m. on Sunday.

***SINGLE COPY 25 Cents**
(Sold on the streets and at the bookstalls or you can send your subscription to the office—H.K. \$13 per annum, or \$15 including postage abroad, half-yearly, quarterly, or specific periods pro rata.)

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"BEAU GESTE"

COMING TO THE

WORLD

COUNT THE

"MAILS."

See Page 1.

STOP COUGHS WHERE THEY START!

EVANS' PASTILLES go right to the root of the trouble, killing the germs that lurk in the innermost recesses of the nose, throat and chest.

Safeguard your health and that of your children always by having them ready to use at the first sign of a cold.

Made in England to the original old Liverpool Thread Hospital and sold by Chemists throughout the world.

EVANS' PASTILLES
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CHOY HEONG
MANUFACTURER OF PRESERVED GINGER AND FRUIT.
Established For More Than Forty Years.

Office—No. 90, Bowrahan Strand, Hong Kong. Tel. C. 1424.
Factory—1A, Shan Chai Street, Mankok. Tel. E. 100.

Sport Columbus

ARCTIC STAR WINS

EASY VICTORY IN THE CESAREWITCH

15 RUNNERS

London, Yesterday. The Cesarewitch, run at Newmarket yesterday, resulted as follows:

Arctic Star ... (9.1) 1
Blancane ... (25.1) 2
Acalmic ... (25.1) 3

Fifteen ran. Won by three lengths; a length and a half between second and third.—Reuter.

Lloyd George There.

For the first time in his life Mr. Lloyd George, the Liberal leader, to-day attended a race meeting. He was staying near Newmarket as the guest of Lord St. Davids and took the opportunity to go with his host to the Newmarket meeting. The big autumn handicap known as the Cesarewitch was the chief item in the programme. Mr. Lloyd George showed great interest in the proceedings both in the paddock and on the racecourse, but declined to make a bet, though many bookmakers were willing to give him generous odds. To Press interviewers he defended his presence on a race course by saying he believed anything which played so great a part in the social life of the nation as horseracing demanded his attention.—British Wireless Service.

SWIMMING RECORD

WOMAN TAKES ENDURANCE CROWN

New York, Yesterday. A world's endurance swimming record of 72 hours 22 minutes and 40 seconds has been established by Lottie Schoemelin, thus beating the record of 65 hours two minutes put up by Jim Cherry, an ex-sailor of Los Angeles on Monday.—Reuter's American Service.

KINNEIR DEAD

TRAGIC DISCOVERY NEAR BIRMINGHAM

London, Yesterday. S. P. Kinneir, the veteran batsman and ex-Test player, was found dead near a motor cycle in the Birmingham district.—Reuter.

LEAGUE CRICKET

VOLUNTEERS PLAYING I.R.C.

The following will represent the Volunteer "A" Team against the Indian Recreation Club at Sookumpoo at 2 p.m. on Sunday next:—S. J. Jordain (Captain), R. R. Davies, J. E. Hancock, E. C. Fincher, N. A. E. Mackay, H. F. L. Ewin, A. Reid, J. J. Hirst, E. H. P. White, E. Zimmern, F. Zimmern.

I.R.C. 2ND XI. v. H.K. POLICE R.C.

The following have been selected to represent the I.R.C. in the above match on Saturday, the 20th inst., on the Police Ground at 2 p.m.:—Sirdar Khan (Captain), M. P. Madar, A. M. Rumjahn, A. R. Suffiad, A. Butt, M. R. Abbas, N. R. Kitchell, D. Mohamed, A. Rahmin, R. Nazarin, J. M. A. Rumjahn. Reserves: Y. A. Curreen, A. R. H. Esmail.

LOCAL GOLF

LADIES HAVE BOGEY COMPETITION

A Boge Competition by the Ladies' Section was held over the New Course, Fanling, on Tuesday for a prize presented by Messrs. W. N. Fleming, and was won by Mrs. Weight who was 2 up on Bogeys.

A LOCAL BOXER

HARRY MAJOR STAGES A "COME BACK" FIRST TOURNAMENT

The opening tournament of the H.K. Boxing Association, to be staged fortnight hence—Saturday, November 3—promises to be a sterling one. The top-liner will be a championship match, Signalman Morris, of H.M.S. "Magnolia" meeting Marine Fraser, H.M.S. "Tamar" for the welter title over 16 rounds.

The ten-rounders is between A.B. Moore, H.M.S. "Cumberland" and A.B. Saunders, H.M.S. "Seraph." Both are welters.

OLYMPIC "FACES"



Moore's trouble has always been his jaw which he damaged twice in the local ring. This should be a rousing bout.

One of the interesting things in the programme is the "come back" of Harry Major, of Hong Kong, who is meeting A.B. Vahey, of H.M.S. "Seraph" at bantam weights over six rounds. Major, when in the East Surreys, was a star performer and possessed an incisive punch which brought him a lot of K.O.'s. Upon entering civilian life, however, he failed to maintain his form. His performance in this bout will be watched with interest by local fans.

Another ten round contest is between Signalman Shons, H.M.S. "Seraph," well known to the Hong Kong ring, and A.B. Castle, H.M.S. "Cumberland," who appeared here a few years ago. This is a "feature" bout.

The other fight will see Piper Smith, 2nd K.O.S. Borderers and Gunner Avis, 12th Heavy Battalion, R.G.A., in action.

SOCCER

QUEEN'S WIN ANOTHER MATCH

MID-WEEK RESULTS

The Queen's Regiment again won a First Division match yesterday, defeating the Royal Artillery by the odd goal in three. Richardson scored twice for the winners in the first half. After the interval the Artillerymen put up a great fight, Leach eventually reducing the lead.

Following are the results of yesterday's Mid-Week League matches:—

South China 3, Police 1.
Evo Chinese 1, P.W.D. Chinese 1.
Chinese Ath. 4, Hung Kui School 0.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—

Bank, wire 2/- 1/4

Bank, on demand 2/- 5/16

Bank, 30 days' sight 2/- 5/16

Bank, 4 months' sight 2/- 1/2

Credits, 4 months' sight 2/1 1/4

Documentary 4 months' sight 2/1 1/8

On Paris—

On demand 1257 1/2

Credits, 4 months' sight 1332 1/2

On Berlin—

On demand —

On New York—

On demand 49 1/4

Credits, 60 days' sight 50 1/4

On Bombay—

Wire 184 1/2

On demand 184 1/2

On Calcutta—

Wire 184 1/2

On demand 184 1/2

On Singapore—

On demand 86 1/2

On Manila—

On demand 98 1/4

On Shanghai—

On demand 77 1/4

80 days' sight (private paper) —

On Yokohama—

On demand 107

Gold Leaf, 100 lbs (per twl) —

Sovereigns (Bank's buying rate) 9.55

Silver (per oz) 26 11/16

Bar Silver in Hong Kong 4% prem.

Chinese Copper Cash nou.

Chinese Copper Cents 6% prem.

Rate of Native Inter-

est 7% p.a.

Chinese Sub. Coin 30 1/4 % dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES.

London, Yesterday.

Paris 124.20

New York 4.85 1/32

Brussels 34.89

Geneva 25.20

Amsterdam 12.09%

Milan 92.55

Berlin 20.37

Stockholm 18.14

Copenhagen 18.19

Oslo 18.19

Vienna 34.505

Prague 163 1/4

Helsingfors 192 1/2

Madrid 30.025

Lisbon 107 1/2

Athens 376

Bucharest 805 1/2

Rio 5 29/32

Buenos Aires 47 5/16

Bombay 1/6 1/32

Shanghai 2/7

Hong Kong 2/0 1/4

Yokohama 1/10 23/32

Silver Spot 26 11/16

Silver Forward 26 18/16

—British Wireless Service.

HOCKEY

Y.M.C.A. II. v. Club de Recreio II.

MID-WEEK RESULTS

The following will represent the Y.M.C.A. 2nd XI. against the Club de Recreio 2nd XI. to-day at King's Park. Bully off at 5.15 p.m.:—W. Borrowman, E. G. Sewell, F. S. W. Smith, W. E. Price, W. H. Smith, R. Dorner, A. Tate, G. Mitchell, T. Seddon, W. McIntyre, J. Purvis.

Reserve: T. J. Price.

Recreio Teams

Recreio v. Y.M.C.A. at King's Park to-day:—A. P. Eca da Silva,

A. A. Remedios, D. C. Alves, F. V. Ribeiro, C. Basto, G. A. Pinna,

J. M. M. Alves, F. M. Silva, C. d'Almada e Castro, D. F. Lopes, H. Noronha.

Recreio v. Punjabis at Marina

Ground on Friday at 5.15 p.m.:—F. Barros, P. N. da Silva, R. Roberts, A. A. R. Botelho, J. E. Noronha, A. A. Remedios, D. P. Xavier, C. Roza Pereira, R. C. Reed, D. F. Lopes, A. N. Other.

THE SHARE MARKET.

Wednesday, Hong Kong Stock Exchange.

Stock 9 1/4

T.T. on London 77 1/2

T.T. on Shanghai 1335 1/2

Bank 1130

do. Lon. Reg. 1140 1/2

Chartered Bank 222

Mercantile A. & B. 234

do. C. 214 1/2

P. & O. Bank 99 1/2

Bank of East Asia 77 1/2

Insurance 8000

Union Insurance 869

North China Insurance 1160

Yangtze Insurance 1150

China Underwriters 12 1/2

China Fire Insurance 276

E.M. Fire Insurance 800

Shipping

Douglas 8814

H.E. Steamers 8284

H.K. Tugs & Lighters 180

Indo-Chinas (Pref.) 4024 b 42

do. (Def.) 7224

Shell Transport 118

Water-boats 223

Mining

Bengkots 22 1/2

Kalee Mining Ad. 67 1/2

Langkots (Combined) 79 1/4

do. (Single) 75

Shanghai Exploration 82 80

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THURSDAY, OCTOBER 18, 1928.

WORLD NEWS IN PICTURES.

Royal Wedding Eagerly Awaited.



The long talked of wedding of Princess Marie Jose of Belgium and Prince Humbert of Italy will take place amid unprecedented pomp at Rome. Diplomatic and social circles of Europe have been awaiting this word for a long time. The Pope and Cardinal Gamba have discussed the marriage and have decided that it will take place.

"Queen Oceania."



Miss Gertrude Hoff, pretty nineteen-year-old Philadelphia girl, who was crowned "Queen Oceania" at the twentieth annual baby carnival at Wildwood, Pa.

New Portrait of Tunney's Fiancée.



This portrait of Miss Mary Josephine Lauder is perhaps the best that has been published. The steel heiress is engaged to Gene Tunney, retired heavyweight champion of the world.

Becomes Smith Helper.



Although formerly vice-chairman of National League of Women Voters and a member of Herbert Hoover's Belgian relief committee during the war, Mrs. Caspar Whitney, of Irvington-on-the-Hudson, N. Y., has accepted the chairmanship of independent "Smith for President" clubs.

Disputed Theory.



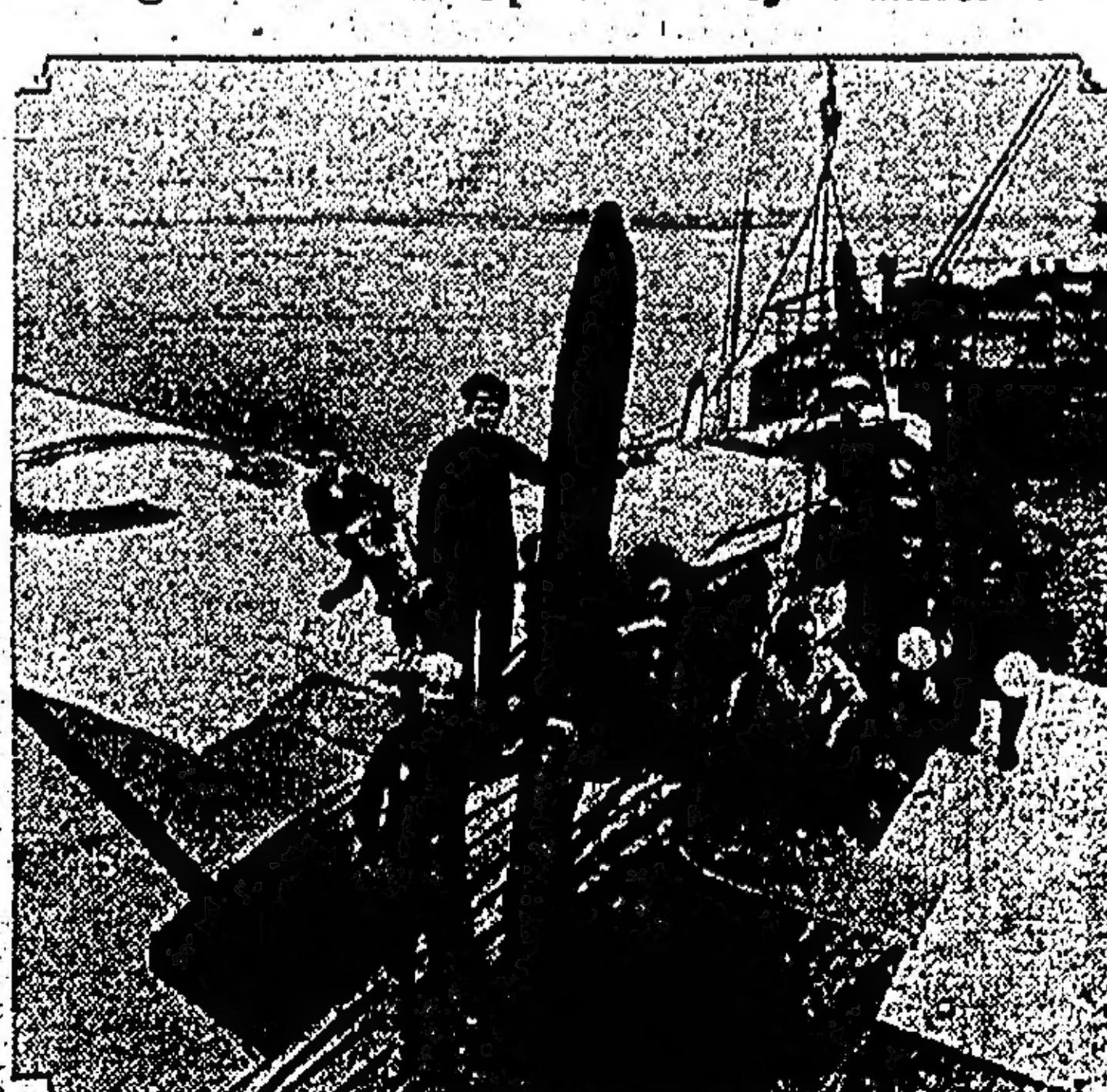
Dr. Ales Hrdlicka, whose Nordic supremacy theory has been shattered by an expert who sees the rise of the Russians.

Ministering to Children.



City Magistrate Gustav Hartman, of New York, founder and president of Israel Orphan Asylum, appointing Miss May Weiser as superintendent without pay. When she became engaged to Justice Hartman, Miss Weiser resigned as a "paid superintendent" of the asylum and henceforth will serve without salary.

Freighter Picks Up Courtney 'Plane.



Here are some of the members of the crew of the freighter "Valprito," which picked up the wrecked plane of Captain Frank Courtney after he was rescued by the Minnewaska. They are proud of the fact that they spotted the wreck in mid-ocean. This picture, taken at Sidney, Australia, shows the engine casing which burnt out in the fire which caused the forced landing at sea.

Conan Doyle.



Sir Arthur Conan Doyle is conducting a campaign against the drive against spiritualists.

Brotherhood Chief.



Brotherhood Railroad Trainmen.

"Scout Siple Reports, Sir."



Very gallantly and bravely Scout Siple took his report for orders to Commander Richard E. Byrd in New York, and promised to do my best for success of the Antarctic Expedition. He left immediately for the ship in New York.

THE

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THE MOTORISTS' PAGE

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BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road. Happy Valley. C.1247.

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CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

HANOMAG.—Wal On Teung, Ltd., 243 Des Voeux Road, C. Tel. C. 711.

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FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd, C. Tel. C. 1219.

MILLER TYRES.—A. Lung & Co., 19, Queen's Rd, C. Tel. C. 1219.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

"SWANKY"

NEW PRESIDENT 8 ROADSTER

STUDEBAKER'S LATEST

A swanky new President Eight roadster, gleaming with colour and bright chromium plating, has been announced by the Studebaker Corporation of America. Its low fleet lines, accentuated by an entirely new treatment of mouldings and colour finish, reflect the brilliant performance of the 109-horsepower straight eight motor, which offers 80 mile speed.

The new roadster is a car of remarkable beauty of line and colour. A khaki hood with natural wood bows folds flat into a trim, tailored boot. The chromium plated windscreen folds forward. The new Studebaker radiator shell, deep and narrow and topped by a winged radiator cap, the massive headlamps and the cowl lamps and metal cowl bead are also plated with brilliant tarnish-proof chromium. Five wire wheels with large chromium plated hubs are standard equipment.

Ample Room
Genuine leather upholstery covers the deep cushions in driver's compartment and the comfortable dickey seat. Ample room for luggage and golf bags is provided in the rear deck, accessible through a door set just ahead of the right rear mudguard. Tools are in a locked compartment in the left door. The facia board is fitted with a cigarette lighter in addition to the regular instruments which are set under glass in a dull silver frame and indirectly illuminated.

The President Eight chassis is equipped with Studebaker's new and exclusive ball bearing spring shackles, which materially increase riding comfort by permitting more efficient spring action. They eliminate rattles and squeaks. Sufficient lubricant for upwards of 20,000 miles is sealed in each shackle at the factory. Hydraulic shock absorbers front and rear are also standard equipment.

Twin Coil Ignition
One of the new mechanical features on the motor is the system of twin coil ignition, which supplies a hot, full spark at high motor speed. Well designed crankcase ventilation system makes it necessary to replace motor oil only at 2,500-mile intervals after the first 1,000 miles of operation.

What does it mean to the motoring public when four strictly stock Studebaker President Eight automobiles each travel 10,000 miles in less than 30,000 minutes?

The Answer

Answer to this question has been made by Paul G. Hoffman, Vice-President of the Studebaker Corporation of America.

Studebaker fully realises that the automobile owner does not want to drive his car 30,000 miles in less than 30,000 minutes. In fact, we know that the average automobile is probably not greater than 20 or 25 miles an hour. But it stands to reason that an automobile capable of maintaining speeds ranging from 64 to 68 miles an hour for 19 consecutive days and 20 consecutive nights will give more satisfaction under ordinary driving conditions than a car not able to equal such tests as those just completed by the President Eight," said Mr. Hoffman. "That is the real significance the 30,000-mile run has for the automobile owner."

"Studebaker was fully acquainted with the speed, power and stamina of the President, due to the experiments of our engineers in our research laboratories and on our 800-acre Proving Ground. But Studebaker wanted to prove this performance in the most convincing manner possible. It would have been quite simple for Studebaker to hire a corps of timers, rent a speedway, and drive the President Eight to new records. But we wanted our test to have the authenticity of official sanction. We wanted to prove beyond all doubt and we wanted proof that everybody would believe."

Request Granted

"So we went to the highest American court of motordom, the American Automobile Association, and asked for their official sanction of our impending test.

SOCONY SCORES AGAIN! CANTON-SHANGHAI NON-STOP FLIGHT

BARON VON HUENEFELD
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THE SAME GASOLINE
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EVERYWHERE

STANDARD OIL CO. OF NEW YORK.

Our request was granted. Official representatives of the A.A.A. appeared in our Detroit factories and selected four President Eight motors and four chassis at random from the assembly lines. Studebaker had nothing to do with the selection of the four cars that made the run—it was a matter entirely in the hands of unbiased A.A.A. representatives.

The four cars were delivered into the hands of the A.A.A. officials, who drove them to Atlantic City and there, behind locked doors, the cars were disassembled and examined by technicians to prove that they were strictly stock in every respect.

Gear teeth were counted, pistons were measured, tappets were examined. In fact every detail of each car was carefully inspected and pronounced strictly stock.

Taken to Track

"Then the cars were taken to the track, where drivers and pitmen and 16 official timers and judges of the A.A.A. were waiting. The drivers were hired by Studebaker, but all timing, measuring of laps and recording of speeds and mileages were in the hands of American Automobile Association officials.

"For 19 days and 18 nights the four cars sped around the board track at speeds around 70 miles per hour. Heavy rains, blinding fog and blistering heat were encountered during the long days and nights of driving, but none of the cars faltered. The same smooth, eager performance prevailed at the close of the run as at the start. In fact, the two roadsters each made their fastest time during the last thousand

miles, the averages for the thirteen thousand miles being 71.6 and 69.6 miles per hour.

"When the four residents had completed the 30,000 miles the A.A.A. officials made their final recapitulation. They then certified that the two sport roadsters covered the distance in 26,326 miles and 25,329 miles, averaging 68.37 and 68.36 miles per hour respectively. The two sedans averaged 64.15 and 63.99 miles per hour for the entire distance.

Two Seals Intact

"Before the race started three seals were placed on each car by A.A.A. officials. At the completion of the run the seals on the two roadsters were intact.

"Some idea of what the cars went through may be gained from the fact that each crankshaft turned over more than 60,000,000 times, each valve opened and closed more than 20,000,000 times and there were more than 260,000,000 explosions in each motor during the test."

"Each of the four President Eights stood up under such an ordeal as the best evidence possible of the unusually high standard of service these cars will give under the normal conditions of everyday driving."

Mr. Hoffman stated Studebaker now holds 114 official records for speed and endurance runs of strictly stock Studebaker cars. All of these records—their total is larger than the records of all other manufacturers combined—were made for one purpose, that of proving beyond all doubt the stamina, speed and endurance built into Studebaker cars.

VICTORY LIGHT

SPLENDID TURIN MONUMENT

TO LOCAL SOLDIERY

On the summit of the highest of the hills which surround Turin stands the magnificent monument erected by the munificence of Senator Giovanni Agnelli, Chairman and Managing Director of the Fiat, to the memory of the Turin soldiers who fell in the Great War.

Placed by the express wish of the donor at a point which not only renders the memorial visible from every point of the city and the surrounding country, but which primarily symbolises the sublime heights to which the valour of the gallant dead has raised them, the memorial consists of a gigantic bronze figure of Victory holding a torch.

The torch is illuminated by powerful electric lamps and each evening at sunset throws its intense alternating beams through the darkness to remind all men of the supreme sacrifice made by their brothers for the safety and honour of their beloved country.

Work of Art

The monument, a splendidly executed work of art, is due to the artistic genius of Edoardo Rubino, one of the foremost sculptors of the day. It stands in the midst of a plantation of young trees, each of which bears the name of a fallen hero—the Park of Remembrance.

This figure of Victory, 59 feet high exclusive of its massive granite base, represents the most daring

attempt at artistic casting yet made. Twenty-five tons of bronze went to the making of it, and as there was no foundry available with a furnace capable of holding such a mass of metal, a special foundry had to be set up for the work. It is the largest cast bronze statue at present in existence. The granite pedestal contains 3,885 cubic feet of faced stone and the total height of the monument is 87 feet.

The great poet Gabriele D'Annunzio wrote the epitaph which is inscribed on the pedestal, a translation of which is as follows:

To the pure memory, to the high example of the thousands upon thousands of our brother combatants, who gave their lives to strengthen the light of the Fatherland and to propitiate by their sacrifice the future, the enduring bronze, the ever renewed groves, are dedicated by the workers of every degree, from their Chief, Giovanni Agnelli, mustered beneath the standard of that brief word that in the Beginning called forth the light—*Fiat Lux: Et Facta Est Lux Nova*—May McMinx—May McMinx.

The Victory Light reminds us and posterity of the loving memory of the Fatherland for those who poured forth their life's blood in the dark days of war. In honouring their memory, we honour also the eternal beauty of moral valour.

COUNT THE MALES'

See Page 3.

THE PLYMOUTH

HAS FINE BODY CONSTRUCTION

REMARKABLE CAR.

The new Chrysler-Plymouth's outstanding success naturally has attracted considerable attention to its features of engineering, design, manufacture and body construction. Study of these and a demonstration of the car's abilities reveal it as combining unusual chassis ability with fine body construction and luxurious appointments never known heretofore to cars in the low-price field.

"Buyers in the low-price field, equally as much as anyone else, seek the greatest value for their money—in appearance, performance, prestige, refinements and all-around genuine worth," says the dealer. "The days of buying mere transportation—something to get you there and back—are gone forever. The low-priced car buyer is demanding equally as much for his money as he who pays far more for his car. Chrysler sensed this, and the Plymouth's great success is proof positive that this car meets a need heretofore never fulfilled."

"Every prospect for a low-priced car is a prospective Plymouth owner if he realises the remarkable car Chrysler is offering in this new Plymouth. It is Chrysler's greatest achievement in the low-priced field—a car embodying features of engineering, design, appointments, refinements, luxuriance and roadability that are truly remarkable accomplishments."

Smooth Engine

Describing the car, Messrs A. Lung & Co., Sole Agents in Hong Kong, pointed out these features:

The heart of any car is its engine. That in the Chrysler-Plymouth is large and powerful, fast in acceleration, flexible in traffic, splendid on the hills and finely built to give long service at minimum cost. With a rated horsepower of 21.03, it actually develops 45. Rubber engine mounting, both front and rear, contribute materially to its remarkable smoothness and absence of power reactions. Both front and rear ends of the engine are supported on specially moulded Chrysler patented upper blocks. This unique mounting absorbs engine torque impulses and effectively prevents transmission of torque sounds to the chassis and body. An ingenious torque reaction neutraliser contributes further to smooth operation by preventing transmission of torque impulses to the car body.

The crankshaft, mounted in three bronze-backed, babbitt lined bearings and drilled to force oil to the connecting rod bearings, is another superior feature. All bearings are large. Alignment is so accurate that the machined parts can be assembled and the shaft rotated freely by hand in its bearings before the engine is run. The entire shaft floats on a film of oil, insuring long life and minimum frictional power loss. Further smoothness and durability is assured by both statically and dynamically balancing the shaft, flywheel and clutch.

Engine Life

Cylinder block and crankcase are cast in one piece, fully ribbed and rigidly supported at the centre in girder-like fashion. The bottom has wide flanges paralleling the crankshaft, insuring rigidity in the horizontal plane. The cylinder block is fine grain iron, thoroughly seasoned by annealing to prevent distortion. Typical Chrysler bore finish, including special machine operations and two honing processes, insure a mirror-like cylinder wall surface which reduces friction, heat and wear to a minimum—greatly increasing engine life.

Connecting rods are I-beam section drop forgings. Carefully balanced and weighted, they must not vary more than two one-hundredths of a pound in sets of four. The babbitt bearings in the crankshaft ends are spun under centrifugal force insuring their firm adhesion to the rods and eliminating blow holes. Coupled with the engine's precise fitting standards, this insures long bearing life. The rod bearings' final finish is with a burnishing bar, which compresses the material, and leaves a highly polished, mirror surface, further insuring long life.

Plymouth Carefully Built

Pistons are special light aluminium alloy, open between head and skirt for proper oil return and to aid cooling. Their light weight and unusual design permit closer fitting which, with their smooth finish and accurate balancing, results in long life. They are carefully measured for size and must not vary, in sets of four, more than two one-hundredths of a pound. Their three rings are a plain compression one, one with an oil wiper groove with the under cut down, and one for oil regulation. This permits no oil loss about the pistons and obviates the smoky exhaust that goes with it due to efficient return of oil to the crankcase as it is wiped from the cylinder walls. Piston pins are tubular, carefully ground, lapped to size and held within .002 inch size

and taper. High polish finish gives a precision bearing surface.

Crankshaft is drop forged with all came integral. Large bearings give ample rigidity. Chrysler's famous camshaft construction is illustrated in the unusual quietness of valve operation without close setting of tappets and valve stems. Tappets are raised gradually, making actual contact with the stems before the final lift takes place. Long wear is assured by highly polished, mirror finish. Crankshaft timing gear is iron and camshaft gear of special fabric composition to eliminate noises so noticeable in engines with all-steel gears.

Valve Tappets

Lubrication is high pressure to all crankshaft and connecting rod bearings and to the centre camshaft bearing. All other working parts are reached by positive spray under pressure from holes in the connecting rods, and from the crankshaft and camshaft. Timing gears are lubricated by a direct lead from the front crankshaft bearing. A safety valve forces excess oil directly back to the crankcase. Crankcase ventilation is cared for by a system which exhausts the gases by vacuum and replaces them with fresh air. Vans on the oil filter start the incoming air whirling to prevent dust entering the crankcase with it.

Mushroom type valve tappets have specially chilled iron heads. Chilling gives a depth of hardness much greater than other methods of hardening and heat treating. The resulting tappets resist wear, insuring long life. Lubrication is by oil spray thrown from the connecting rods through special holes.

Valves are extra large. Inlet valves are chrome nickel steel and exhaust siphon steel, slightly smaller than the inlet for greater power in proportion to engine size. Seats are completely surrounded by water for proper cooling. Valves are equidistant from the combustion chamber centres for uniform gas charge, smooth power and smooth performance at every speed.

Special combustion chamber design spins the entering gas charge, causes its break-up into smaller particles and affords more complete combustion, more efficient burning and greater power. It also greatly retards carbon formation, detonation and power noises. The standard compression head is the new "Silver Dome"—a feature of first importance. Manifolding is specially designed to proportion exact quantities of mixture into each cylinder and to provide uniform exhaust discharge. A heat chamber, integral with the manifold, draws off exhaust heat from the middle cylinders, assists fuel vapourisation from the moment the engine is started, and reduces crankcase dilution by minimizing choke use.

Dry Plate Clutch

Carburetor is the plain tube, multiple jet type equipped with air cleaner. A plunger pump, throttle-operated, upon rapid application causes fuel to be pumped through the jets, assuring a quick supply for terrific acceleration. A hook-up with the vacuum tank stops the engine should the oil supply fall below a safe level or the pump suddenly fail to function. At the vacuum tank bottom is a sediment tank to prevent dirt entering the carburetor.

Clutch is of the single dry plate type, in accordance with the modern trend. Practically indestructible, its light weight, rotating parts stop quickly upon declutching, making gear shifting quiet and easy. Transmission gears are hardened alloy steel, with wide faces and a tooth form that will stand pressures well beyond those that may be imposed.

They are heavily webbed, resulting in exceptionally quiet gear operation. Steering gear has large teeth in contact with each other for long life and freedom from rattles. It is adjustable for wear at three points. Easy handling, firm control and prevention of road shocks to the driver through the wheel are features.

Special Rear Axle

Rear axle is semi-floating, equipped with tapered roller bearings throughout. Its housing is a special Chrysler design which enhances riding by reducing the unsprung weight—an important achievement in road comfort. Differential gears and pinions are of special nickel alloy steel, heat treated, with thrust faces ground to special finish to insure long life. Rear axle shafts are forgings of exceptional size and strength.

Springs are semi-elliptic, long, practically flat under normal load and equipped with plates to overcome rebound on rough roads. Special self-adjusting shackles, so constructed that the shackle ends are mounted on tapered pins, hold the rear ends of both the front and rear springs. A bolt passes through the shackle plate centre to draw a large flat spring washer up to tension. This keeps the proper tension of the plates on the tapered at all times and insures proper shackles action under all conditions.

Drive is Hotchkiss type, permitting greater flexibility and less sprung weight. Propeller shaft is special heavy seamless steel tubing, built to withstand torsional strains far greater than will be imposed

IN MALAYA

DETAILS OF FIRESTONE OPERATIONS

INTERESTING ACTIVITIES

As far back as 1914, Firestone Tyre and Rubber Company, Akron, Ohio, sent representatives to Singapore in order to purchase their requirements in crude rubber.

The activities of the Firestone Tyre and Rubber Company in Malaya, since that time should prove very interesting reading. In the first place, it should be stated that the Firestone Company are manufacturers of Motor Car Pneumatic Tyres and Tubes and Solid Tyres for heavier commercial vehicles. Their factories are situated in Hamilton, Ontario, Los Angeles, Akron, Ohio, and at present a large manufacturing plant is being laid down near London, England. It requires about 29,000,000 rubber tons occupying 290,000 acres of land and worked by 97,000 labourers to keep these factories supplied with crude rubber. The Firestone Tyre and Rubber Company (Straits Settlements) Limited, a buying organisation, is established in Singapore, and purchased from British Malaya practically 90 per cent. all factory requirements of crude rubber.

With the ever increasing and universal demand for Firestone Tyres it is estimated that this figure will steadily increase, and Singapore, for many years to come, will be the centre of rubber buying for the Firestone Company. The Firestone Tyre and Rubber Company, are the only manufacturers with a modern plant in the Far East. In this plant, located at Singapore, Firestone washes, refines, makes final rigid inspection and packs its rubber for shipment to the factories. In Malaya alone Firestone has seven different buying offices and godowns.

Over 500 people, chiefly permanent residents of Malaya, are kept constantly in employment. These employees are well cared for, sanitary arrangements being installed in almost all godowns and offices and free medical attendance afforded; large sums of money are spent in rent, water, gas, electricity, local Municipal rates, as well as wages to native employees. Money is spent locally in transportation and local purchases such as, automobiles, jute, strapping and machinery, whilst export duties on rubber purchased in and exported from this Colony produce considerable revenue toward the upkeep of Malaya. The Firestone Tyre and Rubber Company have in Malaya alone over \$1,600,000 invested in land, buildings, machinery and equipment.

Local Dealers

During the last year and a half the Firestone Company has established its own selling organisation in Singapore in order to market Firestone Gun Dipped Pneumatic and Solid Tyres as well as other well-known Firestone Products; this selling organisation controls the distribution of the Company's products throughout Siam, Malaya, Straits Settlements and Dutch East Indies. All business is conducted through local dealers to their profit.

Large stocks of Firestone products are warehoused in Singapore. All moneys paid to the local selling organisation for tyre purchases as well as large additional sums are re-spent in Malaya in the buying of the Company's crude rubber requirements, which means without exaggeration, that the Firestone Company is responsible for the annual circulation in Malaya of millions of dollars, thus contributing largely to the prosperity of the Straits Settlements.

under extreme conditions. Frame is pressed steel, exceptionally sturdy, with four strong cross members exclusive of the rear engine support. These tie the frame together at approximately equal distances, forming an extremely rigid foundation for the body, insure absence of body weaving and eliminate squeaks and rattles.

Internal expanding hydraulic four wheel brakes are standard. No other car of approximate price has them. The brake support forms a housing over the drum to exclude all dirt, dust and water, resulting in positive operation in all weathers, longer brake-shoe facing life and less frequent adjustment.

Standard high pressure gun lubrication is provided for the chassis. While the pressure system is not suitable, compression oil cups are provided.

Cooling is the thermo-syphon system, with a typically large Chrysler radiator, 14 quarts. Radiator is the cantilever type, with removable shell. The fan is mounted on the end of the generator and driven by the crankshaft through an adjustable V belt.

MODERN CARS

MOTORISTS EXPECT NO TROUBLE

AND GET NONE

COMFORT

Haven't you always wanted a car where the comfort of an arm chair was maintained mile after mile, throughout a day of rapid travel, over roads both good and bad?

In the New Oldsmobile Six there is room to stretch your legs, the seats are moulded to the form of your back. Springs are long and wide and the hydraulic shock absorbers remove even the small jars.

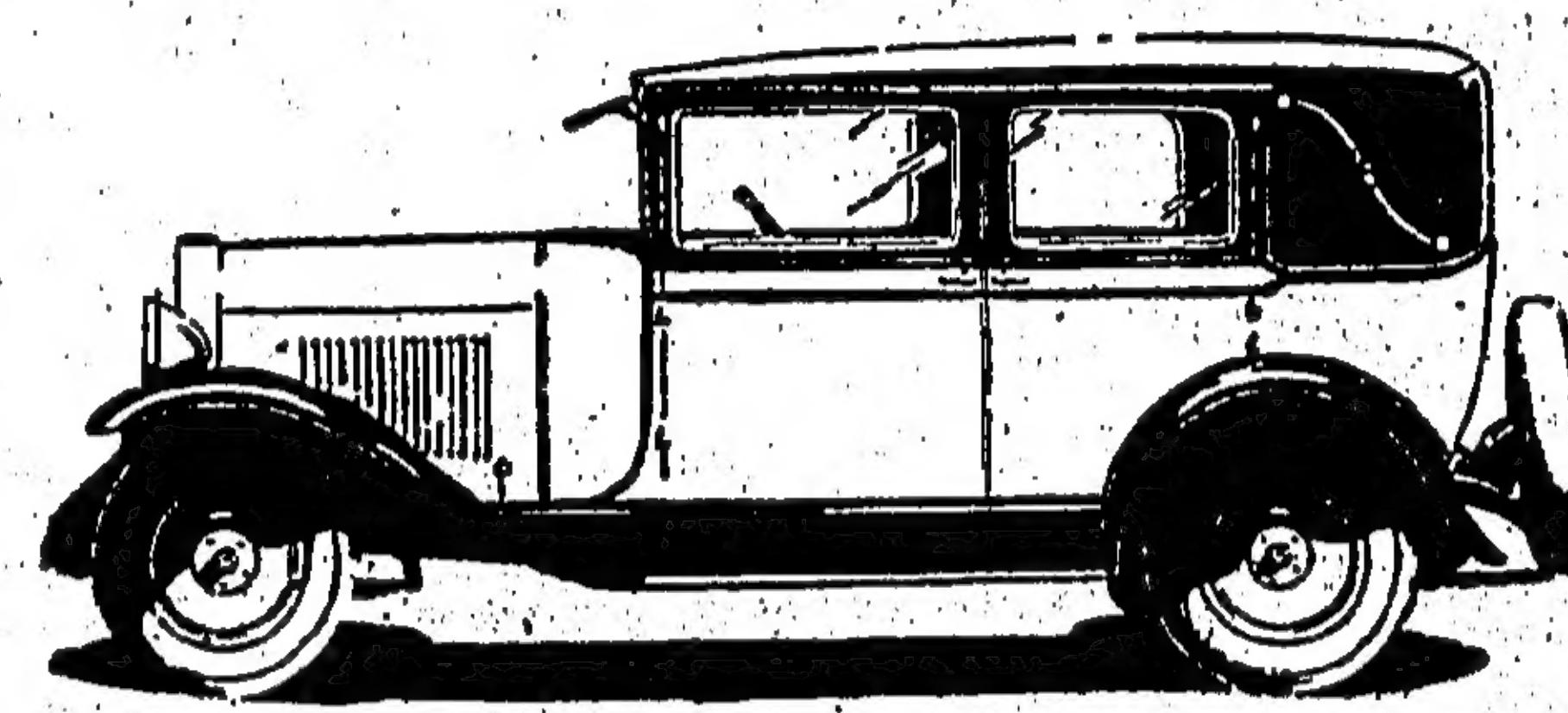
Here you have comfort and riding qualities built right into the car. They will not vary as you dash, care-free, past thousands and thousands of milestones.

Touring	M\$2,500.00
Roadster	M\$2,500.00
Sedan (2-door)	M\$2,600.00
Sedan (4-door)	M\$2,800.00

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247

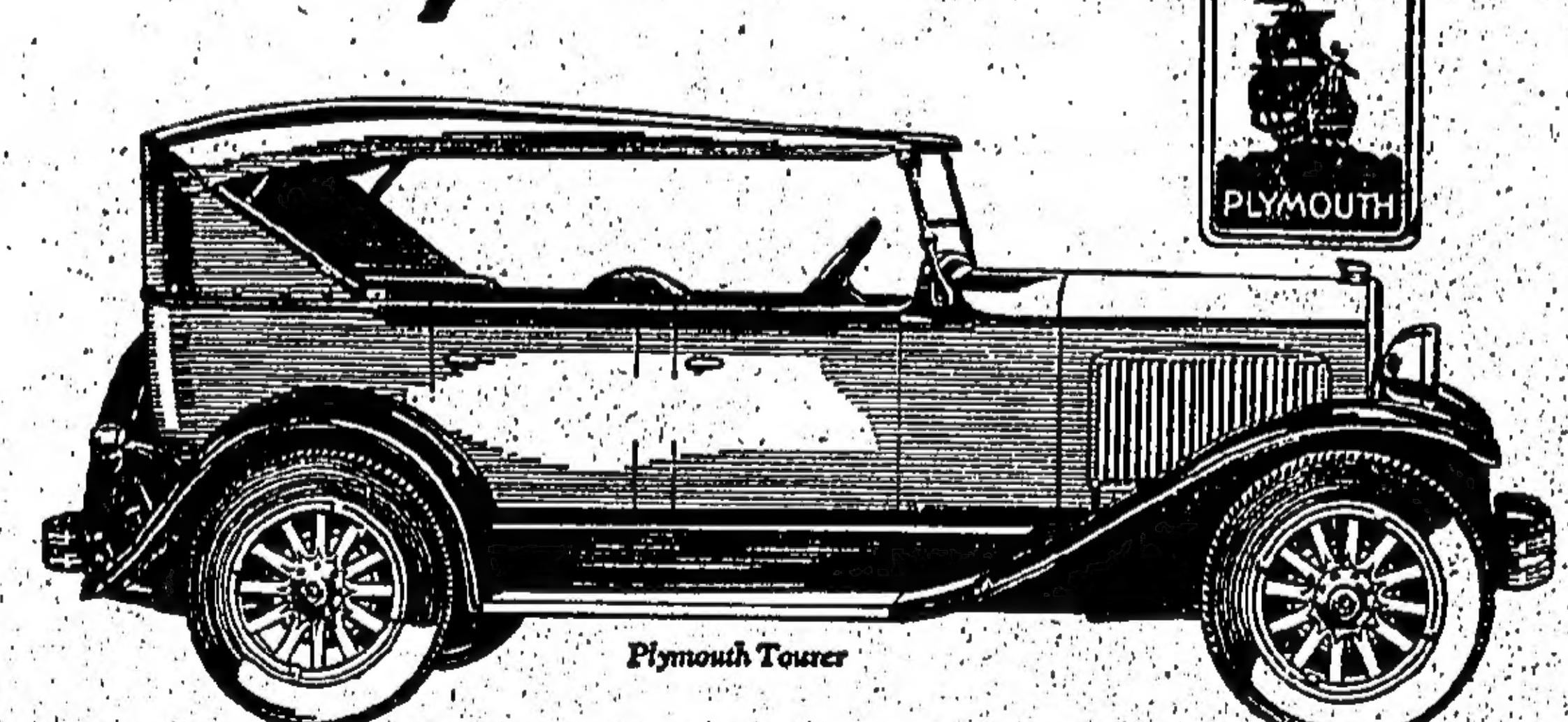
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.



YOU CAN BUY A BIGGER CAR BUT NOT A BETTER ONE.

CHRYSLER

Plymouth



Plymouth Tourer

At Last! A New Car Whose Like-In Style, Performance and Value—You Have Never Seen Before

New slender-profile chromed sun-plated radiator. — Long low bodies. — Generous room for 2 to 5 passengers, according to body model. — Luxurious deep upholstery. — Sub-secretaries of war, education and foreign relations; by the Governor and the Chief of Police of the Federal District; the National Director of the Post-Office department, the Chief Magistrate of the Supreme Court and many others.

Cadillac cars are also used by President Calles of the Mexican Republic; the Secretary of the Treasury and the Minister of Finance; the Secretaries of agriculture, communications and war; the Sub-secretaries of war, education and foreign relations; by the Governor and the Chief of Police of the Federal District; the National Director of the Post-Office department, the Chief Magistrate of the Supreme Court and many others.

The list is so complete that, excluding one Cabinet Minister, the Cadillac is used 100 per cent. by the Government as an official car. The Cadillac is outselling all other similar quality cars at a ratio of nearly four to one.

An enthusiastic public now acclaims the new Plymouth as the most astounding value in three decades of motor car manufacture.

No one but Walter P. Chrysler and his great engineering organisation ever attempted such a car at such a price.

Ride in the Plymouth, drive the Plymouth, the most astonishing performance, quality, style and value that the low-priced field has ever known.

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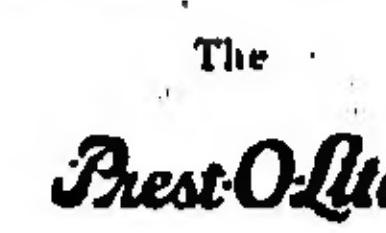
Tel. C. 4316.

COUNT THE
MAILS.

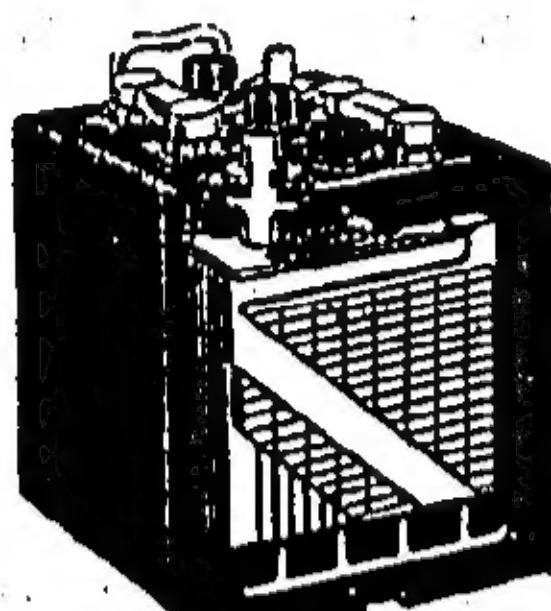
See Page 1

Prest-O-Lite

Batteries designed for your car—Stocks
Carried for your convenience.



VOLTS	AMP. HOUR CAPACITY AT 5 AMPS	TYPE	CASE	PRICE EACH	REPLACEMENT GROUP	CYC
15	63 MIN	RUBBER	4X3X8 94	\$10		
80	611 RHK	DO	91X9X94	\$27		
85	A-613 JP	DO	DO	\$31	4	
92	A-611 SH	RUBBER	91X9X91	\$30	1	
100	A-615 JP	DO	10X9X91	\$40	5	
112	A-613 SH	DO	10X9X92	\$45	2	
136	A-615 SH	WOOD	11X9X92	\$53	3	
130	015 JKH	RUBBER	10X9X91	\$56	CAD	
100	A-617 SH	DO	10X9X92	\$60	6	
50	A-127 FH	WOOD	12X9X92	\$54	7	
92	121 SHK	DO	17X9X91	\$85	12	



Prest-O-Lite

THE HONG KONG HOTEL GARAGE
(THE HONG KONG & SHANGHAI HOTELS, LTD.)

25, Queen's Road Central Tel. Central 4759

HAS STEADY HAND

EXPECTS TO SPEED ON 100TH BIRTHDAY

NOW NINETY-ONE

Most old people, as they approach the century mark, are interested only in keeping alive until they actually reach one hundred years of age and can boast about their achievement to their youngsters of seventy-five or six.

Alden Ward Chase, who lives at White, Pigeon, Mich., disdains the relaxation generally expected of his few contemporaries. He believes in keeping up with the times and, as a mere youth of 82 obtained his first driver's licence which he proudly exhibits to anyone who doubts his age.

The hand that 80 years ago snapped a bull whip during an ox-team trek from India to Michigan is steady and efficient to-day in traffic emergencies. During the last four years, Mr. Chase has driven his Oakland touring car a distance of 13,000 miles and, on a recent visit to Detroit, he borrowed an All-American Sport Roadster "just to see whether they still make them as good as my old car."

"When I came to Michigan by ox-team, ten miles a day was good travelling," said Mr. Chase. "Now we toot anybody off the road who dares to loaf along at ten miles an hour."

Mr. Chase is now 91 years old and says he will probably be arrested for speeding celebrating his hundredth birthday.

TWO GOODYEAR AIRSHIPS

Two non-rigid airships of the "TC" type are under construction for the United States Army Air Corps in the aeronautical department of the Goodyear Tyre and Rubber Company at Akron, Ohio. These ships will use newly designed control surfaces evolved by Goodyear engineers. The two airships will have a capacity of 200,000 cubic feet and will be used for training the flying personnel at the army lighter-than-air stations. They will have an overall length of 1925 feet, a diameter of 46 feet and will be powered by two Wright motors. Their maximum speed will be 60 miles per hour and the cruising speed is estimated at 45 miles per hour. At maximum speed the ships will have a range of 858 miles and at cruising speed, their flying radius will be 1,373 miles, when travelling fully manned and equipped.

During the last twelve years Goodyear has built more than 100 airships of this size for use of the Army and Navy.



COUNT THE
"MAILS."
See Page 3.

THE WHIPPET

1,167 MILES IN 26 HOURS
18 MINUTES

FINE GOING

The speed, power, stamina and economy of modern light cars was convincingly demonstrated recently when Mr. E. J. Sullivan of Grinnell, Iowa, U.S.A., drove his stock Whippet Sedan from Chicago, Ill., to Denver, Colorado, a distance of 1,167 miles, in 26 hours, 18 minutes. The time of the fastest train between these two cities is 27 hours, 30 minutes, over a route 124 miles shorter than that travelled by Mr. Sullivan.

The run was officially timed by representatives of the Western Union Telegraph Company at the starting point and at the finish line.

Every type of highway was encountered during the test, Mr. Sullivan said, only one quarter of the route being over paved highways while the balance was either dirt or gravel roads. Despite the difficult roads, misty weather and steep hills encountered along the route, the car maintained an average speed of more than 44 miles per hour—covering 554 miles between Chicago and Omaha, Nebraska, in the first twelve hours of the run.

Mr. Sullivan declares that his run also demonstrated the unusual economy which may be expected—and demanded—in present-day light cars. The Whippet averaged 25.98 miles to the gallon of fuel, and only two quarts of oil were added to the original supply. Mr. Sullivan also reports that the cooling efficiency of the Whippet engine enabled him to keep at top speed whenever road conditions permitted, not a quart of water being added to the radiator supply. At the end of the severe grind, the motor was running as smoothly as at the start.

PROMISE KEPT

HAPPY SEQUEL TO BRILLIANT DRIVING

SPORTING DRIVER

The brilliant driving feat of Sir William Miller, Bart., at Brooklands, when he won his second race in his Delage car, has had a happy sequel for two weeks.

Before the race, Captain Miller thought his car had not a chance of winning, and he privately but emphatically expressed his view to the mechanics—Mr. Sidney Cull and Mr. Stephen Head—who are in the employ of Thomas Gardner and Son, the motor agents of Highbury.

"Judged by any standard of comparison, the new President Eight offers more automobile, than its price ever bought before," said the manager of the Hong Kong Hotels Garage, local Studebaker-Erskine dealers, on receiving this report from Studebaker headquarters in South Bend.

"In mechanical respects the President Eight, at its new low price, has won much enthusiastic praise from automotive critics. It is powered with Studebaker's famous 109 horsepower straight eight motor which provides flashing 80-miles-an-hour performance. Safety is assured by amplified action mechanical four-wheel brakes which stop the car in less than half the distance established under standard safety codes.

Luxury Inside

"The new Studebaker radiator on the President Eight is particularly handsome. It is deep and narrow, brightly plated with chromium over nickel, and carries a flat radiator cap with a winged motif which is also carried out in the massive headlamps. An added touch of style is the "8" medallion between the headlamps.

"The exterior beauty of the President is matched by the luxury and comfort of its interior. The wide, form fitting seats are scientifically shaped and the rear seat is flanked by comfortable arm rests. The many fittings include a conveniently placed ash receiver. Upholstery is of fine moiré.

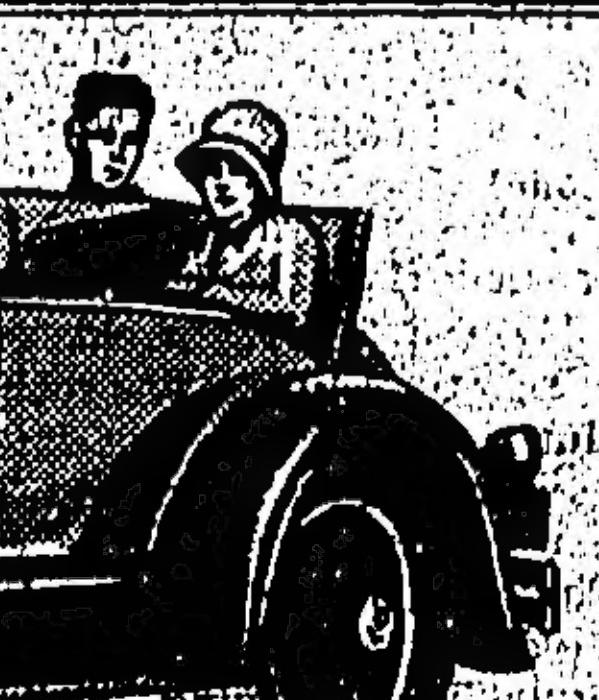
"With all its speed, beauty and luxury, the President also offers a new standard of riding comfort as a result of Studebaker's new and exclusive ball bearing spring shackles, which have been called the greatest improvement in riding comfort since the development of the balloon tire. They eliminate squeaks and rattles,

prevent sidesway, and need inspection only at 20,000 mile intervals, when lubricant may be added if necessary.

"With hydraulic shock absorbers, which are standard equipment front and rear, long, resilient springs and deep, form fitting lounge seats of new design, these patented ball bearing spring shackles form an unbeatable combination for riding comfort."

SPEED BEAUTY SERVICE

YES SIR, IT'S A
PONTIAC YOU WANT



NEW PRESIDENT EIGHT ROADSTER.—Remarkable beauty of line and colour and the 80-miles-per-hour performance of Studebaker's great 109-horsepower motor are combined in this President Eight Roadster for four.

100-MILE GRIND

BIG RUN WON ON FIRESTONE'S

RACE DESCRIBED

Akron, O., Sept. 9.—Driving his front drive Boyle Valve car at an average of 68.8 miles an hour, Cliff Woodbury of Chicago defeated a field of the country's best drivers in a 100-mile A.A.A. race on the dangerous half-mile Akron-Cleveland board speedway this afternoon.

He turned the 200 laps in 1.27-11, finishing less than a lap ahead of Babe Staap of Los Angeles in a Miller Special. Woodbury held the pole position after setting a new record in the time trials this morning of 22.23 seconds for the half mile. He jumped to the front and, although pushed all the way by Staap and Ray Keech, who has gone faster in an automobile than any other driver, never stopped and was flagged the winner.

At no time was Woodbury more than one lap in front of second place. Keech, after trailing Woodbury and fighting with Staap for second position for 50 laps, lost his place and then was forced out of the running at 152 laps because of week oil pressure.

Has Close Call

Woodbury's steady grind was interrupted only once, and that he was forced to stop. Entering the first curve on his 118th lap, the 1927 dirt track champion, swerved his car in a half circle, straightened up and was away again in his pace-setting drive. His left rear wheel dipped into the dirt along the inside of the track, and the wheel was sprung slightly, giving the appearance of a flat tyre. His pit sides were warned of possible danger, but Woodbury signalled from his seat that he was in no trouble and returned to his original pace. Woodbury won on Firestone Tyres.

While Woodbury and Staap were grinding out their top positions, three other drivers battled for other places. Chester Gardner of Los Angeles, in another Miller, six laps behind the leader, was flagged into third place. He was among the five leaders almost all through the race.

Deacon Litz of Dubois, Pa., also in a Miller, pulled among the five leaders 25 laps from the finish and pushed into fourth place. Fifth place was taken by Burt Karnatz of Detroit winner of the last two 100-mile events here. He drove a brilliant race and, after being forced out in the late laps, returned 10 rounds behind the leaders to pick up and end less than four miles behind Woodbury.

Those five were the only drivers who finished the 100-mile run. Jimmy Gleason of Philadelphia, in a State Insurance Special, was on his 185th lap and was flagged into sixth money.

30 M.P.H. SMASHES

TRIAL BY ORDEAL OF CAR ACCESSORY

After a thrilling race, in which he narrowly averted disaster, Captain Miller was first past the post, crossing the line at 125 miles per hour. When he arrived back at the paddock Captain Miller kept his sporting promise by presenting his private car—a 16 h.p. Sunbeam four-seater open tourer—to his happy mechanics, and they drove off in triumph.

A Thrill
In order to pass Mr. Ward's Flat just before the finish of the race Captain Miller did the most daring bit of driving seen at Brooklands for a long time.

He went up on the extreme edge of the track, and was nearly over the embankment.

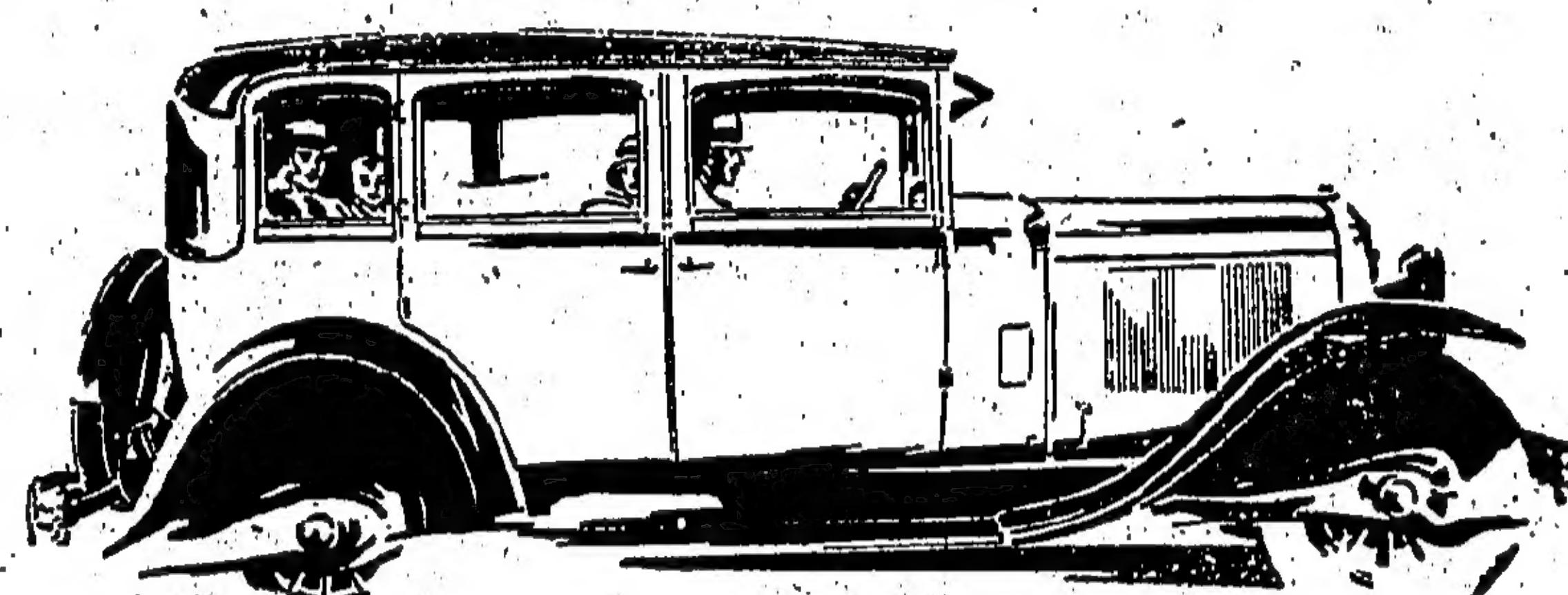
prevent sidesway, and need inspection only at 20,000 mile intervals, when lubricant may be added if necessary.

"With hydraulic shock absorbers, which are standard equipment front and rear, long, resilient springs and deep, form fitting lounge seats of new design, these patented ball bearing spring shackles form an unbeatable combination for riding comfort."



WHEN you see the Silver Anniversary Buick note the deft touches marking the work of experts in trim and upholstery, and the care with which every control and convenience has been placed.

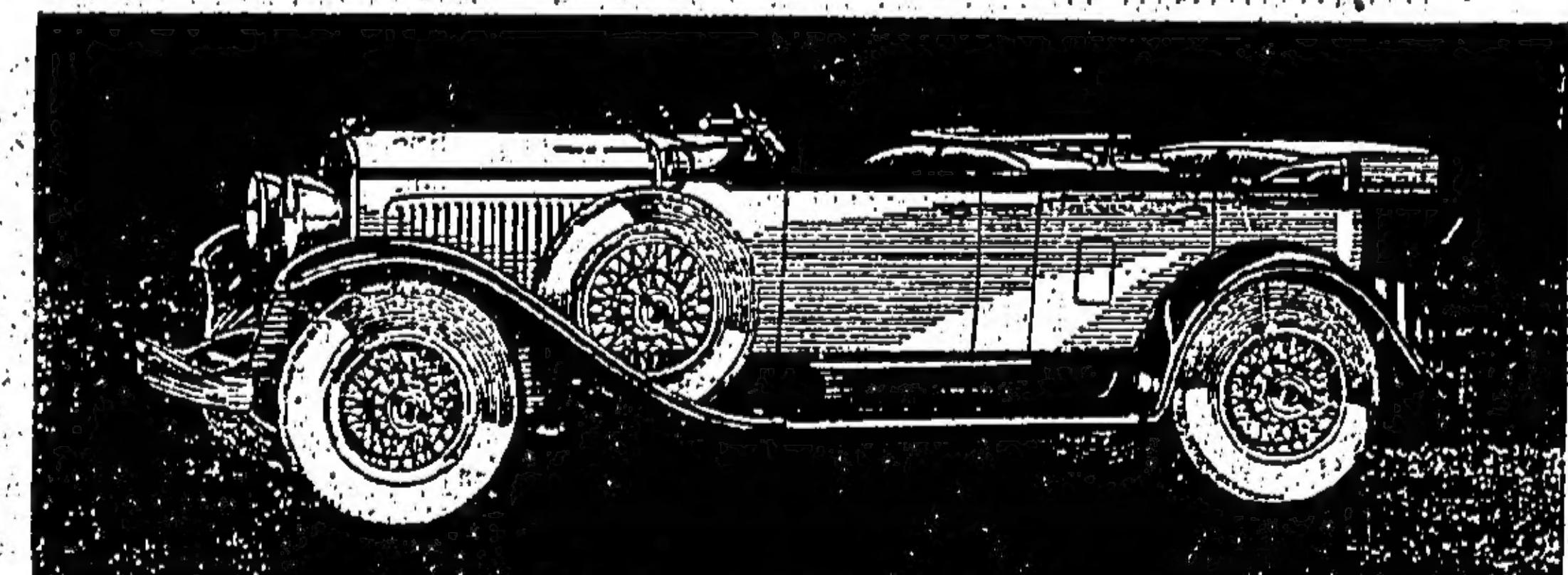
Driving it, you will fully realize the comfort such details mean.



THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

Not Chrysler
but the
Chrysler Public



BROADLY speaking, the measure of any man's success is the size of the public behind him.

He grows as his public grows—as his acts are approved in increasing volume by an increasing public.

These few words tell almost all there is to the Chrysler story—or give, at any rate, the root reason why Chrysler looms large on the motor-car horizon.

Chrysler has never halted or hesitated, because Chrysler is free and has no obligations to anyone but its own public—no limit except the limit of its own creative power, its own energy and enthusiasm, its own faith in the boundless resources of the nation.

Sole Agents.

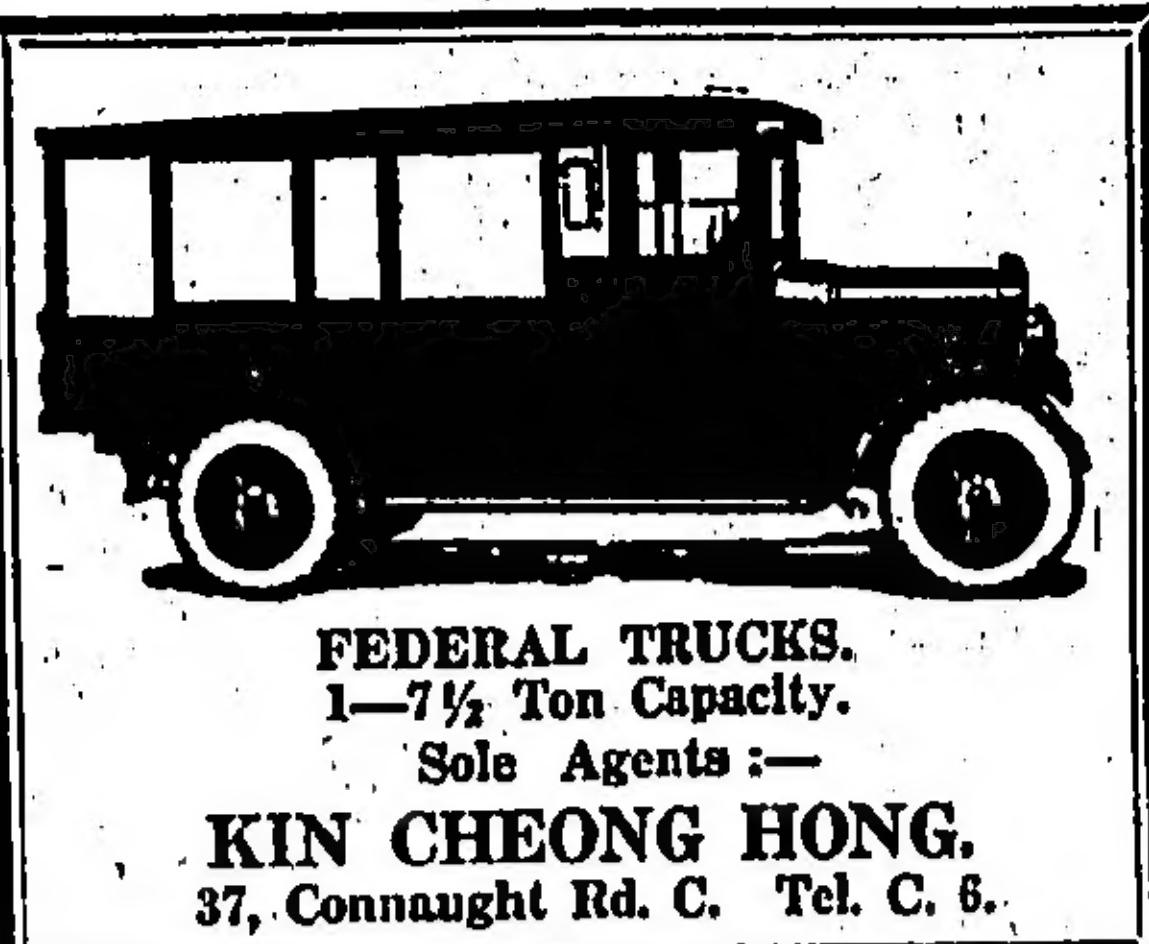
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China Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, OCTOBER 18, 1928.



ROYAL ENFIELD
NEW HUDSON
MOTOR CYCLES.

Sole Agents:
A. LUNG & CO.
19, Queen's Road C. Telephone C. 1219.



LONDON SERVICE.

*PATROCLUS" 31st Oct. Marseilles, London, Rotterdam & Glasgow
"MENEVAUS" 13th Nov. Marseilles, London, Rotterdam & Hamburg
"ANTENOR" 22nd Nov. Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"EURYLOCHUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow
"TITAN" 20th Nov. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"TALTHYBIUS" 27th Oct. Victoria, Vancouver & Seattle
"IXION" 17th Nov. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"PYRRHUS" 10th Nov. Boston, New York & Baltimore
INWARD SERVICE.

"DIOMED" Due 24th Oct. For Shanghai, Moji, Kobe & Yokohama
"PYRRHUS" Due 25th Oct. For Shanghai, Kobe & Yokohama

PASSENGER SERVICE.

*PATROCLUS 31st Oct. Singapore, Marseilles & London
*ANTENOR" 28th Nov. Singapore, Marseilles & London

*Sails at daylight
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage fares and information apply to:-

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAIL.

From	Per	FRIDAY, OCTOBER 19.
Australia and Manila		Mishima Maru
Japan and Shanghai		Hakozaki Maru
Europe via Negapatam (Letters only)		
London, 20th Sept.)		Sui Sang
SATURDAY, OCTOBER 20.		
U.S.A., Honolulu, Japan, Shanghai, & Europe		President Polk.
via Siberia		Soochow
Shanghai and Swatow		
SUNDAY, OCTOBER 21.		
Europe via Negapatam (Papers only)		Karmala
London, 20th Sept. & London parcels, 18th Sept.)		Empress of Russia
Manila		Canara
Straits		
MONDAY, OCTOBER 22.		
Manila		President Pierce
U.S.A., Honolulu, Japan and Shanghai		President Jackson
TUESDAY, OCTOBER 23.		
Straits		Kitano Maru
Japan		Aki Maru
U.S.A., Honolulu, Japan and Shanghai		Tenyo Maru
FRIDAY, OCTOBER 26.		
Japan and Shanghai		Khiva
Straits		29.
MONDAY, OCTOBER 29.		Kamo Maru
Canada, U.S.A., Japan and Shanghai		Empress of Asia

OUTWARD MAIL.

For	Per	THURSDAY, OCTOBER 18.
Shanghai		Antenor 3:30 p.m.
Saigon		Clara Jebsen 3:30 p.m.
Sam Shui and Wuchow		Kong So 4 p.m.
FRIDAY, OCTOBER 19.		
Straits and Calcutta. Parcels noon.		
Letters 1 p.m.		Kut Sang
Swatow, Amoy and Foochow		Halayang 1 p.m.
Japan		Mishima Maru 1:30 p.m.
Manila and Parcels for Germany		Leverkusen 2:30 p.m.
via Hamburg		
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 18th Nov. K.P.O. Registration 4:30 p.m. Letters (Oct. 20th) 9 a.m. G.P.O. Registration (Oct. 20th) 8:45 a.m. Letters (Oct. 20th) 9:30 a.m. Hakozaki Maru		
SATURDAY, OCTOBER 20.		
Manila		Eurylochus 2:30 p.m.
Amoy		President Polk 5 p.m.
Port Bayard, Holhow, Pakhol and Haiphong		Suisang 6 p.m.
		Hanoi 5 p.m.

*Correspondence bearing vessels' names only.

RESPECTABLE MONSEURS,
MR. R. SHIMIDZU,
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Recommended for many years by
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Successor to
the late SIEN TING,
14, D'Aguilar Street.

TERMS VERY MODERATE
Consultation Free.

ANOTHER BIG AIR ADVENTURE IN A "GIPSY MOTH" BRITISH NAVAL OFFICER'S SOLO ATLANTIC ATTEMPT

THE "BIG IDEA"

London, Yesterday. England and America is captivated by the unassuming courage of the British naval ex-officer Macdonald, who arrived at St. John's quietly with a small machine and the "big idea" to embark on his venture with the minimum of publicity. He previously had only 80 hours' flying experience.

His machine is not equipped with wireless or floats though extra fuel tanks give a flying range of 35 hours.

Macdonald had an exciting adventure in a solo flight to Baghdad as a tyro flyer earlier in the year, when he descended in the Syrian Desert where a motor car collided with his machine. He had a further mishap on the return journey when he was forced to land among the Arabs and taken prisoner until he smuggled off a message with the news of his plight to the Italian Armoured Car Depot.

The Start St. John's, New Foundland.

Yesterday. Lieut. Commander Macdonald has started on his daring, unaccompanied attempt to cross the Atlantic in a "Gipsy Moth" aeroplane measuring 26 feet over all, and which unladen weighs 7 cwt.—Reuter.

Surprise For Wife Macdonald's "Gipsy Moth" has an 80-horse-power engine compared with Lindbergh's 220 and the Cockpit open, whereas Lindbergh's is closed. Its average speed is about 90 miles an hour. It carries 100 gallons of petrol and has a non-stop capacity of 3,000 miles. Alice Lock and Brown in 1919, flying at roughly the same speed with a 75 horse-power engine, took 16½ hours (a record). Macdonald carries a quart flask of coffee and two dozen sandwiches. His wife, who lives in London, first learned of the flight by a broadcast announcement.—Reuter.

Mr. H. K. Holmes, C.B.E. (Crown Solicitor) informed his Lordship that prisoner went to complainant's flat under the pretence of renting a cubicle, and admitted two others. Prisoner was not armed but one of the others had a knife. Prisoner helped to bind and gag the three female inmates; also to push them into a cubicle; and he caused complainant to remove a bangle and a ring which she was wearing.

He found a key with which he opened a safe; and he loosened complainant's hands so that she could pick out a key with which a trunk was opened. And the gang finally left with the usual injunction that the victims must not tell the Police.

On Sept. 27, nearly a month after the robbery, prisoner was arrested in a Police raid. The only property recovered from him was the unfinished garment. Much of the stuff had disappeared but some was traced through the pawnshops.

Woman Who Woke Up To Hear Her Dog Barking

Identity, correct or wrong, was the main point in the trial of Ho Kin charged before the Puisne Judge and a jury with "robbery by two or more" on Sept. 24, of a woman who lived in a shack in a garden in Tsunwan village near Aberdeen.

[Sir Francis Bernard Dicksee, the famous English painter, was born in 1853. He was an associate of the Royal Academy as far back as 1881; a Royal Academician ten years later, and President of that august body since 1924. He first exhibited at the Academy in 1876. Since then he has painted Harmony, Evangeline, The House Builders, The Symbol, The Love Story, Too Late, Romeo and Juliet, Chivalry, Memories, The Passing of Arthur, The Redemption of Tannhauser, Mountain of the Winds, The Crisis, Started, Funeral of a Viking, The Magic Crystal, A Reverie, Paolo and Francesca, The Mirror, The Confession, Dawn, An Offering, The Two Crowns, Yeul, La Belle Dame sans Merci, A Due, The Ideal, The Shadowed Face, The End of the Quest, The Light Incarnate, The Moon Maiden, This for Remembrance, Daughters of Eve, and portraits of Lady Auld, The Duchess of Buckingham, The Duchess of Westminster, The Marchioness Camden, The Hon. Mrs. Ernest Guinness, Mrs. Frank Shrewsbury.]

FULL WAR PAINT

PRINCE ENTERTAINED BY NATIVES

London, Yesterday. The Prince of Wales spent a part of yesterday at Mengo—the native capital of Uganda where natives in full war array carried out a thrilling sham fight in honour of the occasion. The Prince witnessed the evolution with great interest. The Duke of Gloucester, who is on a big game expedition in Uganda, has numbered a magnificent specimen of African lions among his bag—British Wireless Service.

(Continued at foot of next Column.)

RUBBER INVESTORS' ASSOCIATION

A NEW CONCERN

NEW YORK AND "SPOT" SELLING PRICE

IMPORTANT STEP

London, Yesterday. A meeting of rubber investors adopted a resolution to form a Rubber Investors' Association to safeguard the interests of rubber shareholders owing to the fact that the selling price of spot rubber in Mincing Lane is practically fixed in New York. The meeting elected a committee to deal with the matter.—Reuter.

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Surprise For Wife Macdonald's "Gipsy Moth" has an 80-horse-power engine compared with Lindbergh's 220 and the Cockpit open, whereas Lindbergh's is closed. Its average speed is about 90 miles an hour. It carries 100 gallons of petrol and has a non-stop capacity of 3,000 miles. Alice Lock and Brown in 1919, flying at roughly the same speed with a 75 horse-power engine, took 16½ hours (a record). Macdonald carries a quart flask of coffee and two dozen sandwiches. His wife, who lives in London, first learned of the flight by a broadcast announcement.—Reuter.

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